2 Introduction

This program Environmental Impact Report (EIR) has been prepared on behalf of the City of Belmont in accordance with the California Environmental Quality Act (CEQA). This EIR analyzes the potential significant environmental impacts of the adoption and implementation of the proposed Belmont General Plan (General Plan), Phase I/Interim Zoning (Phase I Zoning), Belmont Village Specific Plan and associated Village Zoning Regulations (BVSP), and Climate Action Plan (CAP).

2.1 Purpose of this EIR

PURPOSE

This environmental assessment of the proposed Belmont General Plan, Phase I Zoning, BVSP, and CAP (together constituting the Proposed Project) fulfills the requirements of CEQA and is designed to inform decision-makers, responsible and trustee agencies, and the general public of the proposed action and the range of potential environmental impacts of that action. The EIR process provides an opportunity to identify means to mitigate the potentially significant environmental impacts of the Proposed Project. It also provides an opportunity to identify environmental benefits of the Proposed Project that might outweigh any significant and unavoidable adverse environmental impacts. This EIR also analyzes alternatives to the Proposed Project. The environmental impact analysis throughout this EIR describes the environmental impacts of implementing the Proposed Project throughout the Belmont General Plan Update Planning Area (Planning Area), as described in Section 3.1.

This program EIR represents the best effort, at a programmatic level, to evaluate the potential environmental effects of the Proposed Project given its long-term planning horizon. It can be anticipated that conditions will change; however, the assumptions used are the best available at the time of preparation and reflect existing knowledge of patterns of physical and economic development, travel, and technological factors.

RELATIONSHIP TO OTHER EIRS

As a program EIR, the preparation of this document does not relieve the sponsors of specific projects from the responsibility of complying with the requirements of CEQA (and/or the National Environmental Policy Act (NEPA) for projects requiring federal funding or approvals). As noted, individual projects are required to prepare a more precise, project-level analysis to fulfill CEQA and/or NEPA requirements. The lead agency responsible for reviewing these projects shall determine the level of review needed, and the scope of that analysis will depend on the specifics of the particular project. These projects may, however, use the discussion of impacts in this EIR as a

basis of their assessment of these regional, citywide, or cumulative impacts. These projects will not be required to examine effects that the lead agency determines were:

- mitigated or avoided as a result of this EIR; or
- examined at a sufficient level of detail in this EIR to enable those effects to be mitigated or avoided by site-specific revisions, the imposition of conditions, or by other means in connection with project approval.

2.2 Planning Process and Public Involvement

The General Plan Update process was initiated by the City of Belmont in August 2014. The Belmont Village Specific Plan process commenced in May 2015. The Climate Action Plan preparation began in February 2015. In order for the various plans to accurately address community needs and values, a comprehensive public process of obtaining the input of residents, businesses, and property owners as well as City officials was initiated. This involved the sharing of information and ideas between elected and appointed officials, City staff, the planning consultants, and the community at large.

COMMUNITY INVOLVEMENT PROCESS

The following events and activities allowed the Belmont community to participate in and contribute to formulation of the General Plan and the BVSP:

Community Workshops

- November 12, 2014: General Plan Community Workshop #1 (visioning and issue identification)
- January 22, 2015: General Plan Community Workshop #2 (preferred land use concepts)
- January 22, 2015: General Plan Workshop with Carlmont High School students (visioning and preferred land use comments)
- May 21, 2015: General Plan Open House (Preferred Plan and policy framework)
- October 15, 2015: BVSP Community Workshop #1 (visioning and issue identification)
- February 25, 2016: BVSP Community Workshop #2 (land use, design, and transportation alternatives)
- March 21, 2016: BVSP Workshop for Notre Dame de Namur University Students (visioning and issue identification)
- October 19, 2016: BVSP Open House (Public Review Draft Belmont Village Specific Plan)

Planning Commission and City Council Meetings

- March 24, 2015: City Council/Planning Commission General Plan Study Session #1 discussed the General Plan Update purpose and process, technical background and community input as of then, and key issues.

- June 2, 2015: Planning Commission and Parks and Recreation Commission Study Session on Preferred Plan.
- August 3, 2015: Planning Commission and City Council Joint Study Session on Preferred Plan and Policy Framework.
- November 17, 2015: Planning Commission and Parks and Recreation Commission Joint Study Session on the General Plan's Preliminary Draft Parks, Recreation, and Open Space Element.
- December 1, 2015: Planning Commission and Parks and Recreation Commission Joint Study Session on the General Plan's Preliminary Draft Conservation Element.
- December 15, 2015: BVSP Joint Study for Planning Commission and City Council.
- January 5, 2016: Planning Commission Study Session on the General Plan's Preliminary Draft Land Use Element.
- February 2, 2016: Planning Commission Study Session on the General Plan's Preliminary Draft Circulation Element.
- February 16, 2016: Planning Commission Study Session on the General Plan's Preliminary Draft Noise and Safety Elements.
- April 12, 2016: Study Session Number 3 with the Planning Commission and City Council discussed the General Plan Update, public review on the General Plan, and status of the BVSP and its Preferred Concept Plan
- August 23, 2016: City Council Meeting to Review the Administrative Draft Belmont Village Specific Plan.
- September 6, 2016: Planning Commission Scoping Session for the EIR on the Draft General Plan, Phase I Zoning, Draft Belmont Village Specific Plan, and Draft Climate Action Plan.
- December 12, 2016: Planning Commission Study Session on Draft Village Zoning.
- March 7, 2017: Planning Commission Study Session on Draft Village Zoning.

For the General Plan update, interviews were conducted with a cross-section of 16 stakeholders, representing residents, business owners and employers, developers, community groups, and service providers. These interviews were conducted in person on October 23, 2014. Interviews were generally conducted in groups of two to four people, although one individual interview was also conducted. Most sessions lasted approximately one hour. General Plan consultants conducted the interviews. The structure was loosely guided by an initial set of questions used as prompts. However, responses were "free form" —stakeholders were given the opportunity to provide their viewpoints on issues of significance, visions for Belmont's future, general planning concerns, and other topics of specific interest. Six additional General Plan interviews were held on July 28, 2016, concerning the Harbor Industrial Area. For the BVSP process, 16 stakeholder interviews following the same format were conducted on October 7 and October 16, 2015.

The City published a newsletter to announce the General Plan Update project, describe the process and timeline, and outline ways to participate, including dates for upcoming workshops. The newsletter was mailed in October 2014 to City residents, property owners, business owners,

developers, service organizations, and other interested agencies. Copies were also available at various City sites, including recreation centers and City Hall offices.

The City published a second newsletter in March 2015 to circulate a survey regarding land use changes, transportation and network improvements, and enhancements to local amenities. Nearly 1,400 responses were received, and the results of the survey helped inform development of the Preferred Plan.

Distributed in April 2016, the third and final newsletter announced the adoption hearings for the General Plan Update and EIR, notifying the public of their final opportunity to comment.

Prior to the adoption or amendment of a general plan, Government Code §65352.3 requires local governments to consult with California Native American tribes identified by the Native American Heritage Commission (NAHC) for the purpose of protecting, and/or mitigating impacts to historic, cultural, or sacred sites or places. Additionally, Assembly Bill (AB) 52 (effective in 2015) requires tribal cultural resources to be addressed under CEQA. AB 52 provides both federal and non-federally recognized tribes the right to formal consultation with project lead agencies. In December of 2014, the City contacted 5 tribes to determine if any cultural places are located within the area affected by the Proposed Project. No requests for consultation were received. However, future projects that implement the Proposed Project will continue to be subject to AB 52's requirements, and tribal consultation may be required if requests for consultation are subsequently received.

Unique websites were created for the General Plan Update and the BVSP planning process, linked to the main City website. All meeting agendas, staff reports, workshop summaries, planning documents and maps created during the update process were posted on the sites. The websites also allowed community members to submit comments and sign up for the General Plan Update mailing list. The General Plan Update website can be accessed at: http://www.belmont-2035generalplan.com. The BVSP website can be accessed at: www.planbelmontvillage.com. Finally, those interested in receiving information and notices were placed on email distribution lists.

The proposed General Plan, Phase I Zoning, BVSP, and CAP will be considered by the City Council at public hearings following public review of this Draft EIR. If approved, the proposed General Plan will become the City's new General Plan and be used to guide land use decision-making to the year 2035 or until a subsequent General Plan is adopted. If approved, the BVSP will govern development occurring within the boundaries of the Specific Plan. If approved, the CAP will reduce energy-, land use-, transportation-, and solid waste-related greenhouse gas emissions within the Planning Area.

2.3 Notice of Preparation

A Notice of Preparation (NOP) for the EIR on the Proposed Project was circulated in September 2016 (dated September 1, 2016 by the State Clearinghouse) and the City received comments during a minimum 30-day review period, which ended October 3, 2016. The NOP and comments on that NOP received by the City are in Appendix A of this EIR. An environmental review meeting was held at Council Chambers on September 6, 2016. NOP comments, along with input received during public workshops and meetings, helped to identify the major planning and environmental issues and concerns and establish the framework of this EIR.

2.4 EIR Approach and Issues Addressed

The Proposed Project EIR is a program EIR, defined in Section 15168 of the CEQA Guidelines as: "[An EIR addressing a] series of actions that can be characterized as one large project and are related either: (1) Geographically; (2) A[s] logical parts in the chain of contemplated actions; (3) In connection with the issuance of rules, regulations, plans, or other general criteria to govern the conduct of a continuing program; or (4) As individual activities carried out under the same authorizing statutory or regulatory authority and having generally similar environmental impacts which can be mitigated in similar ways."

Program EIRs can be used as the basic, general environmental assessment for an overall program of projects such as the Proposed Project, intended to be developed over a 20-year planning horizon. A program EIR has several advantages. First, it provides a basic reference document to avoid unnecessary repetition of facts or analysis in subsequent project-specific assessments. Second, it allows the lead agency to look at the broad, regional impacts of a program of actions before its adoption and eliminates redundant or contradictory approaches to the consideration of regional and cumulative effects.

The Proposed Project is analyzed in a Program EIR because each of the subcomponents (GP, Phase I Zoning, BVSP, and CAP) are geographically related and logical parts in a chain of actions contemplated by the City of Belmont. As discussed in greater detail in Chapter 3, the GP, Phase I Zoning, and CAP generally regulate the City, while the BVSP is fully contained within Belmont and so is also governed by the GP and CAP. Further, the GP and BVSP generally have similar environmental effects, which are lessened through the CAP. Thus, combined analysis at a programmatic level is appropriate for the GP, Phase I Zoning, BVSP, and CAP.

As a programmatic document, this EIR presents a citywide assessment of the potential impacts of the Proposed Project. It does not separately evaluate subcomponents of the Proposed Project nor does it assess project-specific impacts of potential future projects under the Proposed Project, all of which are required to comply with CEQA and/or NEPA as applicable.

ENVIRONMENTAL ISSUE AREAS

As provided for in the CEQA Guidelines, the focus of this EIR is on those environmental issues and concerns identified as possibly significant by the City of Belmont in its NOP discussed above in Section 2.3. These issue areas of concern include:

- **Aesthetics:** *Would the Proposed Project*: Block panoramic views or views of significant landscape features or landforms as seen from public viewing areas? Substantially damage scenic resources that would alter the appearance of or from scenic highways? Substantially degrade the existing visual character or quality of the Planning Area or its surroundings? Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?
- **Air Quality:** *Would the Proposed Project:* Conflict with or obstruct implementation of the applicable air quality plan? Violate any air quality standard or contribute substantially to an existing or projected air quality violation? Result in a cumulatively considerable net

increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard, including releasing emissions that exceed quantitative thresholds for ozone precursors? Expose sensitive receptors to substantial pollutant concentrations? Create objectionable odors affecting a substantial number of people?

- **Biological Resources:** *Would the Proposed Project:* Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species? Have a substantial adverse effect on riparian habitat, federally protected wetlands, or other sensitive natural community? Interfere substantially with the movement of resident or migratory fish or wildlife species or wildlife corridors? Conflict with adopted conservation plans?
- **Cultural Resources:** *Would the Proposed Project:* Cause a substantial adverse change in the significance of a historic resource? Cause a substantial adverse change in the significance of a unique archaeological resource? Disturb any human remains, including those interred outside of formal cemeteries? Destroy, directly or indirectly, a unique paleontological resource or site or unique geologic feature? Result in a substantial adverse change in the significance of a tribal cultural resource?
- **Geology, Soils and Seismicity:** *Would the Proposed Project:* Increase exposure of people or structures to the risk of property loss, injury, or death involving earthquake ground shaking, seismic-related ground failure, liquefaction, or landslides? Result in substantial soil erosion or topsoil loss? Be located on a geologic unit or soil that is unstable or that would become unstable as a result of the project? Result in development relying on septic systems on soils incapable of supporting septic systems? Result in the loss of availability of a known mineral resource, or of a locally-important mineral resource recovery site?
- **Hazards and Hazardous Materials:** *Would the Proposed Project:* Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials, or through reasonably foreseeable upset and accident conditions resulting in the release of hazardous materials? Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?
- **Hydrology, Flooding, and Water Quality:** *Would the Proposed Project:* Violate any water quality standards or waste or storm water discharge requirements? Substantially deplete groundwater supplies or interfere substantially with groundwater recharge? Substantially alter the existing drainage pattern of the area causing flooding or erosion? Create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff? Otherwise substantially degrade water quality? Place housing within a 100-year flood hazard area, or place structures within a 100-year flood hazard area that would impede or redirect flows? Expose people or structures to a significant risk of loss, injury, or death involving flooding?
- **Land Use, Population, and Housing:** *Would the Proposed Project:* Conflict with applicable area land use plans, including the County General Plan? Result in physical changes to the environment, including residential and business communities, or displacement of

substantial numbers of existing population and housing? Result in permanent alterations to the characteristics and qualities of an existing neighborhood or community?

- **Noise:** *Would the Proposed Project:* Expose persons to indoor or outdoor noise levels in excess of City standards? Result in a substantial permanent, temporary, or periodic increase in ambient noise levels? Expose persons to or generate excessive groundborne vibration?
- **Public Services and Recreation:** *Would the Proposed Project:* Result in new development for which the provision of increased staffing, facilities and equipment necessary to maintain acceptable levels of public services could cause adverse environmental effects? Interfere with the provision of existing or planned school services? Conflict with existing city standards for parks provision?
- **Transportation:** *Would the Proposed Project:* Conflict with policies in the General Plan establishing level of service (LOS) standards? Conflict with the applicable Concept Route Reports for State Highways? Conflict with adopted policies, plans, or programs regarding public transit, bikeways, or pedestrian facilities, or otherwise substantially decrease the performance or safety of such facilities?
- **Utilities:** *Would the Proposed Project:* Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? Require more water than currently available to serve the project from existing entitlements and resources? Result in adverse environmental effects due to the provision of necessary new, altered, or expanded water, wastewater, storm drainage, or solid waste disposal systems?
- **Energy, Greenhouse Gases and Climate Change:** *Would the Proposed Project:* Result in a substantial increase in per service population (residents + jobs) energy consumption? Require a substantial increase in energy supply capacity or infrastructure, the construction of which could cause adverse environmental effects? Conflict with any existing local, regional, state or federal standards for energy production or efficiency? Conflict with existing local, regional, or state efforts to implement AB 32 or Senate Bill (SB) 375 or, specifically, result in the generation of greenhouse gas (GHG) emissions, either directly or indirectly, in an amount greater than 6.6 metric tons of CO2-equivalent (MTCO2e) GHG's per service population in the year 2020, or result in the generation of GHG emissions from passenger vehicles in an amount greater than 3.53 metric tons per capita by 2020, not accounting for State-mandated improvements to fuel efficiency? Result in buildout that would interfere with reasonable further progress towards post-2020 AB 32/SB 375 targets?

TYPES OF IMPACTS

According to CEQA Guidelines, the following general types of environmental impacts need to be considered:

- **Direct or primary impacts,** which are caused by the project and occur at the same time and place as the project.
- **Indirect or secondary impacts,** which are caused by the project and occur later in time or farther removed in distance, but are still reasonably foreseeable. Indirect or secondary impacts may include growth-inducing impacts and other impacts related to induced changes in the pattern of land use, population density, or growth rate, and related impacts

on air and water and other natural systems, including ecosystems. Indirect or secondary impacts may also include cumulative impacts.

- **Short-term impacts,** which are those of a limited duration, such as the impacts that would occur during the construction phase of a project.
- **Long-term impacts,** which are those of greater duration, including those that would endure for the life of a project and beyond.
- **Significant unavoidable impacts,** which cannot be mitigated to a level that is less than significant.
- **Irreversible environmental changes,** which may include current or future irretrievable commitments to using non-renewable resources, or growth-inducing impacts that commit future generations to similar irretrievable commitments of resources. Also, irreversible change can result from risks of accidents and injury associated with the project.
- **Cumulative impacts,** which include two or more individual impacts that when considered together are considerable or which compound or increase other adverse environmental effects. The individual impacts may be changes resulting from a single project or a program of projects. The cumulative effect from several projects is the change in the environment that results from the incremental effect of the proposed project when added to other closely related past, present, and reasonably foreseeable future projects. Cumulative impacts can result from individually minor, but collectively significant, projects taking place over a period of time.

TIMEFRAME

For analytic purposes in this EIR, the year 2013 is the base year (existing conditions), while the year 2035 is the horizon year (future conditions) when the Proposed Project will be fully implemented. In cases where current data is not available, the default is to use the latest known data to depict the baseline (i.e., existing conditions). The Proposed Project covers approximately a 20-year planning period, and the year 2035 represents the target year of the plan when projects/programs are anticipated to be fully implemented. However, plan buildout may take more than 20 years, or it may take less. Twenty years is a typical timeframe for a General Plan. While State law only specifies that the General Plan must be "long-term" (California government code section 65300), common planning practice is for general plans to consider a 20 to 25-year time horizon – this is considered to be sufficiently long-term while still within the realm of reasonable projection and analysis. A 20-year time horizon is also discussed as being common and appropriate in the Governor's Office of Planning and Research (OPR) General Plan Guidelines.

ALTERNATIVES

CEQA requires EIRs to evaluate a reasonable range of alternatives to the Proposed Project that could feasibly attain most of the basic project objectives and would avoid or substantially lessen any of the significant environmental impacts. This EIR evaluates two alternatives, namely Alternative 1: Jobs/Housing Balance and Alternative 2: the No Project Alternative. Various aspects of Alternative 1 were considered by the community during the planning process; the No Project Alternative represents the continuation of the City's currently adopted General Plan and Downtown Specific Plan without adoption of the proposed CAP.

See Chapter 5 for more details about the alternatives.

CUMULATIVE IMPACTS ASSUMPTIONS

The EIR attempts to distinguish between the impacts of the Proposed Project and the independent impacts of forecasted future population and employment growth in the larger area, together with assumptions about where this growth will occur. Projections for the Proposed Project are based on the regional growth projections prepared by the City/County Association of Governments (C/CAG) of San Mateo County. Notably, the transportation, air quality, energy and greenhouse gases, hydrology and water quality, and noise analyses are largely cumulative impact analyses.

2.5 Organization of this EIR

Chapter 1: Executive Summary

This EIR begins with an executive summary of the environmental analysis, which includes a review of the potentially significant adverse regional environmental impacts of the Proposed Project. The executive summary also describes the alternatives and their merits as compared to the Proposed Project and identifies the environmentally superior alternative among them.

Chapter 2: Introduction and Organization

Chapter 2 (this chapter) describes the relationship between the Proposed Project and the EIR, the organization of the EIR, and the basic legal requirements of a program level EIR. It discusses the level of analysis and the alternatives considered as well as how this EIR is related to other environmental documents and the EIR's intended uses.

Chapter 3: Project Description

Chapter 3 introduces the purpose and objectives of the Proposed Project and summarizes specific information to describe the Project and complete the EIR analysis. This includes a description of the existing project setting, an outline of the projected population and employment growth rates and development patterns through the 2035 planning horizon year, and land use maps, tables, and key policy direction.

Chapter 4: Settings, Impacts, and Mitigation Measures

Chapter 4 describes the existing physical and regulatory settings for each of the environmental issue areas analyzed in the EIR, the potential impacts of the Proposed Project on these environmental issue areas, and the Proposed Project policies that help to reduce those impacts. Each issue area is analyzed in a separate chapter. Each subsection is organized as follows:

- Environmental Setting
  - Physical Setting
  - Regulatory Setting

- Impact Analysis
  - Significance Criteria
  - Methodology and Assumptions
  - Summary of Impacts
  - Impacts
  - Mitigation Measures

Chapter 5: Analysis of Alternatives

Chapter 5 includes a description of alternatives to the Proposed Project and an assessment of their potential to achieve the objectives of the Proposed Project while reducing potentially significant adverse environmental effects. As required by CEQA, an environmentally superior alternative is identified.

Chapter 6: CEQA-Required Conclusions

Chapter 6 provides the assessment of impacts of the Proposed Project in several subject areas required by CEQA, including:

- Growth-inducing impacts;
- Cumulative impacts;
- Significant unavoidable impacts;
- Significant irreversible environmental changes; and
- Effects found to be not significant.

Chapters 7, 8, 9, 10, and 11: Bibliography, Organizations Consulted, Report Authors, Glossary, List of Acronyms, and Appendices

Chapter 7 is a bibliography, Chapter 8 is a list of organizations consulted, Chapter 9 contains report authors, Chapter 10 includes a glossary, and Chapter 11 is a list of acronyms. Appendix A includes the Notice of Preparation (NOP) of this EIR and the comments received on the NOP, Appendix B provides data on air quality and greenhouse gasses including model inputs and calculation files, Appendix C indicates which of the 55 control measures in the 2010 Clean Air Plan are applicable to the proposed General Plan and BVSP and how the plans comply with each, Appendix D provides aircraft noise contour maps excerpted from the land use plan for San Carlos airport, and Appendix E provides a Transportation Impact Study for the Proposed Project.

3 Project Description

This EIR analyzes the proposed Belmont General Plan, BVSP, Phase I Zoning, and CAP (together constituting the Proposed Project). Under California Government Code Section 65300 et. seq., cities are required to prepare a general plan that establishes policies and standards for future development, housing affordability, and resource protection for the entire Planning Area. By law, a general plan must be an integrated, internally consistent statement of city policies. Section 65302 requires that a general plan include the following seven elements: Land Use, Circulation, Housing, Conservation, Open Space, Noise, and Safety. The current Housing Element was adopted in May 2015 as a separate volume. All elements have equal weight, and no one element supersedes another.

This chapter introduces the purpose and objectives of the Proposed Project and summarizes specific information to describe the Proposed Project and complete the EIR analysis. This includes a description of the existing regional and local project setting, an outline of the projected population and employment growth rates and development patterns through the planning horizon year, the proposed land use diagram, key data tables, and key policy direction. This project description provides the basis for the environmental analysis in Chapter 4.

3.1 Regional Location and Planning Boundaries

REGIONAL LOCATION

As shown in Figure 3-1, Belmont is situated in San Mateo County, halfway between San Francisco and San Jose. Belmont is bisected by El Camino Real, Alameda de las Pulgas, and Caltrain tracks (the peninsula commuter rail line and transportation corridor running in a north-south direction). Ralston Avenue connects the City and the region in an east-west direction from Highway 92/Interstate 280 to Highway 101. The City is within easy driving distance of the Pacific coast, three major airports, and major employment centers including San Francisco, Silicon Valley, and the East Bay. Belmont Village is located inside the Planning Area within city limits along El Camino Real.

PLANNING AREA

The Planning Area comprises roughly 4.7 square miles (3,008 acres) including all land within the City of Belmont city limits and Sphere of Influence (SOI)[1]. It includes bay marshlands and sloughs in the eastern area and hilly terrain in the western portions of the City. The Planning Area also

[1] Sphere of Influence (SOI) is a term that refers to land outside of a city's jurisdictional boundary, located in unincorporated areas of a county, but which bears relation to an incorporated area and represents its potential future maximum extent.

includes the unincorporated Harbor Industrial Area to the southeast of the City. Figure 3-2 shows the boundaries of the City of Belmont and the Planning Area.

Figure 3-2 also shows the planning area for the BVSP, which is within the Planning Area for the Belmont General Plan Update. Belmont Village encompasses approximately 80 acres around the intersection of El Camino Real and Ralston Avenue, in Belmont's downtown. The Belmont Village Planning Area (BVSP Area) is roughly bounded by Wessex Way, Hiller Street and the city limits on the east, and Sixth Avenue from Broadway Street to Hill Street and Middle Road on the west as shown in Figure 3-3.

3.2 Purpose and Objectives of the Proposed Project

CEQA Guidelines Section 15124(b) requires a description of the project purpose and objectives.

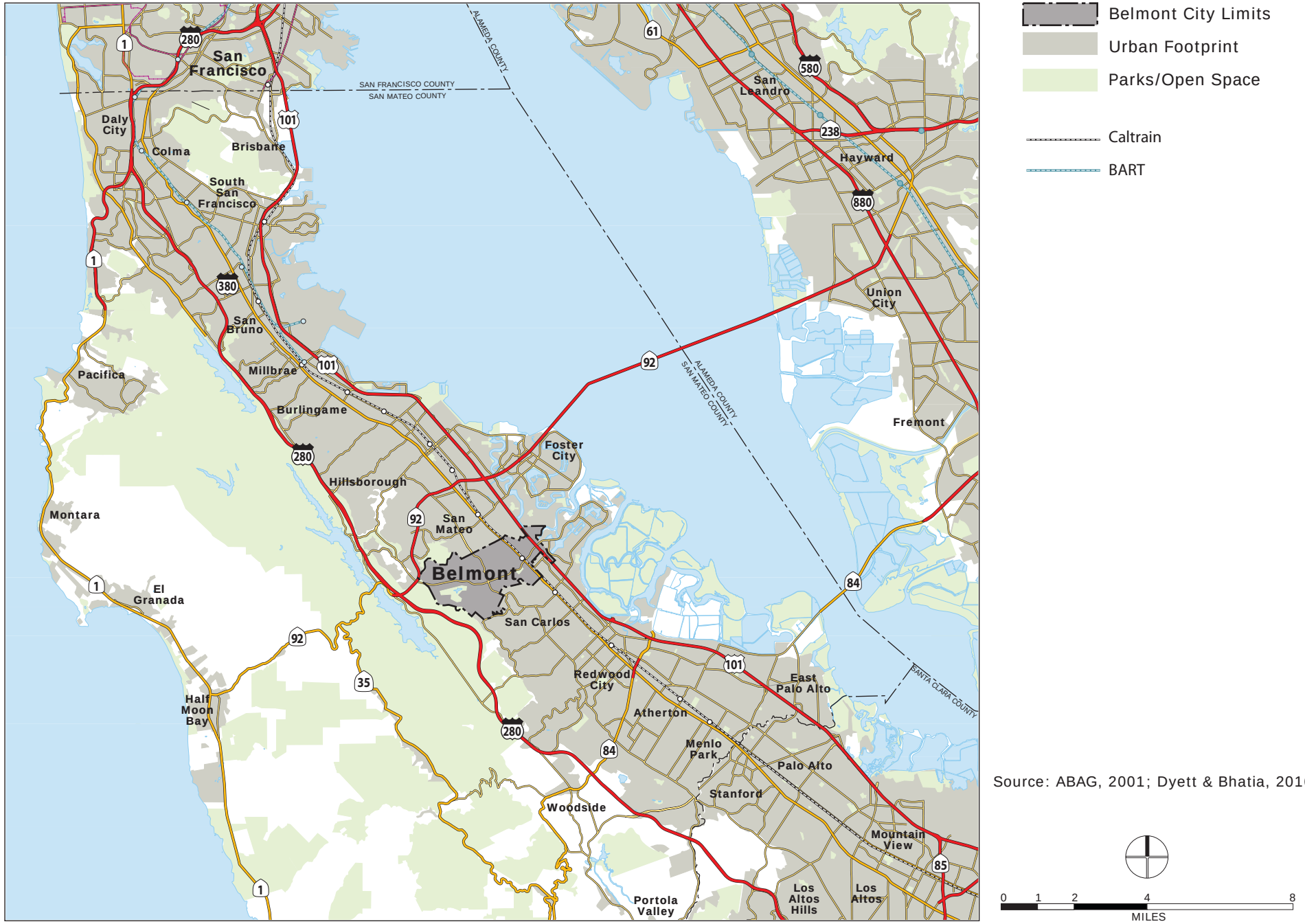
GENERAL PLAN CONTENT AND PURPOSE

The General Plan Update comprises the following chapters, meeting the requirements for general plans under California Government Code §65302 for elements that a general plan must contain.

Each element of the Plan includes goals, policies, and actions, which together articulate a vision for Belmont. Goals define an ideal future related to the public health, safety, or general welfare of the community; they set directions for policies. Policies are specified ends or conditions that are an intermediate step towards attaining a goal; they are specific statements to guide decision-making. Actions are implementation measures that the City will undertake to accomplish the objective of the policy.

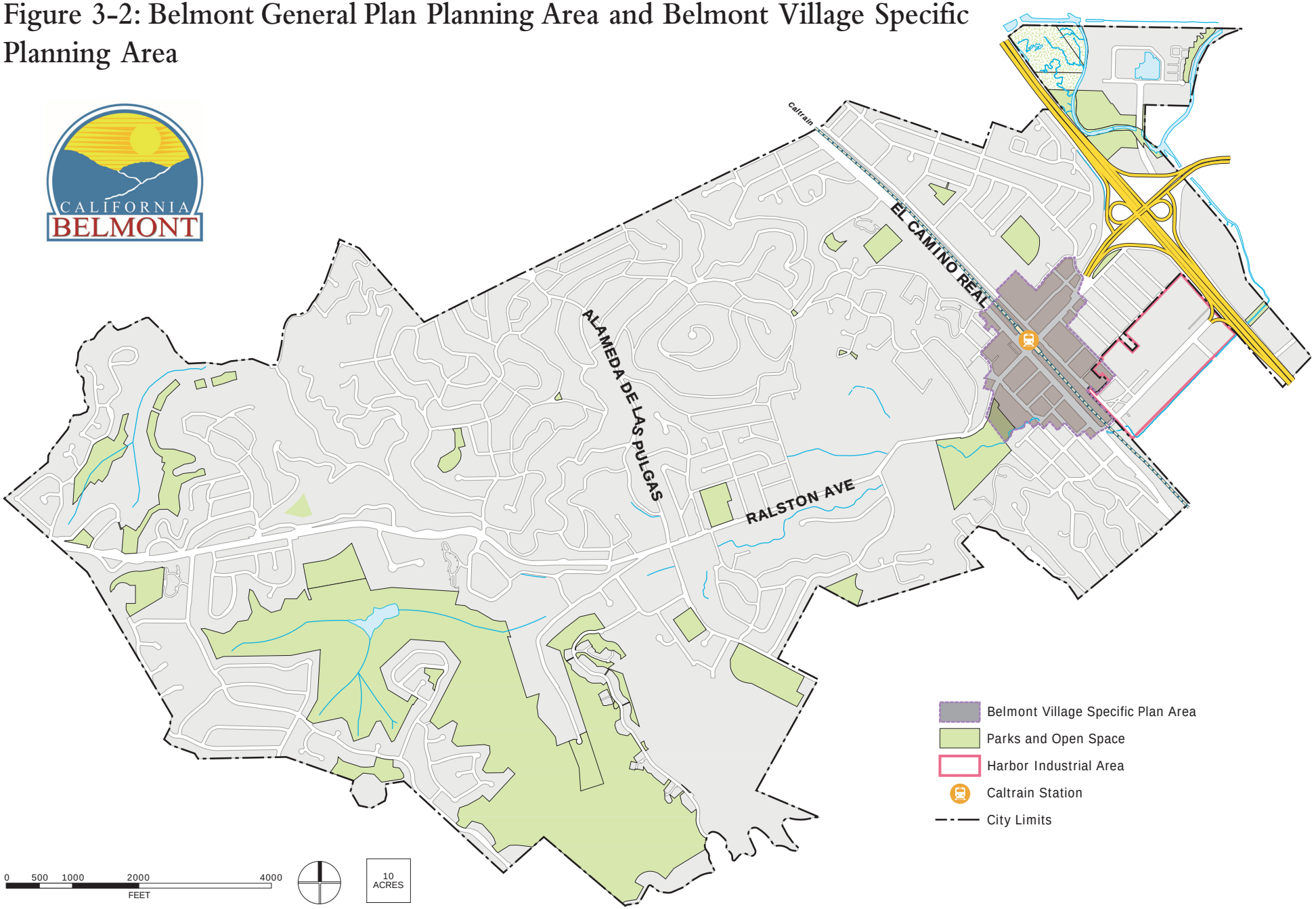
1. **Introduction.** The introduction to the General Plan provides an overview of the document and its purpose, use, and policy structure. It highlights the vision statements and key principles; gives the reader a background to the planning process and the requirements for the General Plan; describes how the General Plan is organized; and explains how it will be administered after it is adopted.
2. **Land Use Element.** The Land Use Element directs the location and form of future development, shaping where people will live, work, play, and shop in Belmont. It presents the desirable pattern for the ultimate development of the city for the General Plan horizon year of 2035 and seeks to ensure that land use planning reflects the community's evolution and changing demographics, while promoting sustainability. It includes three major sections: land use designations with density and intensity standards, accompanied by the General Plan Land Use Diagram; economic development objectives and focus areas for economic growth; and historic preservation, identifying historic resources and strategies for preservation.

Figure 3-1: Regional Location



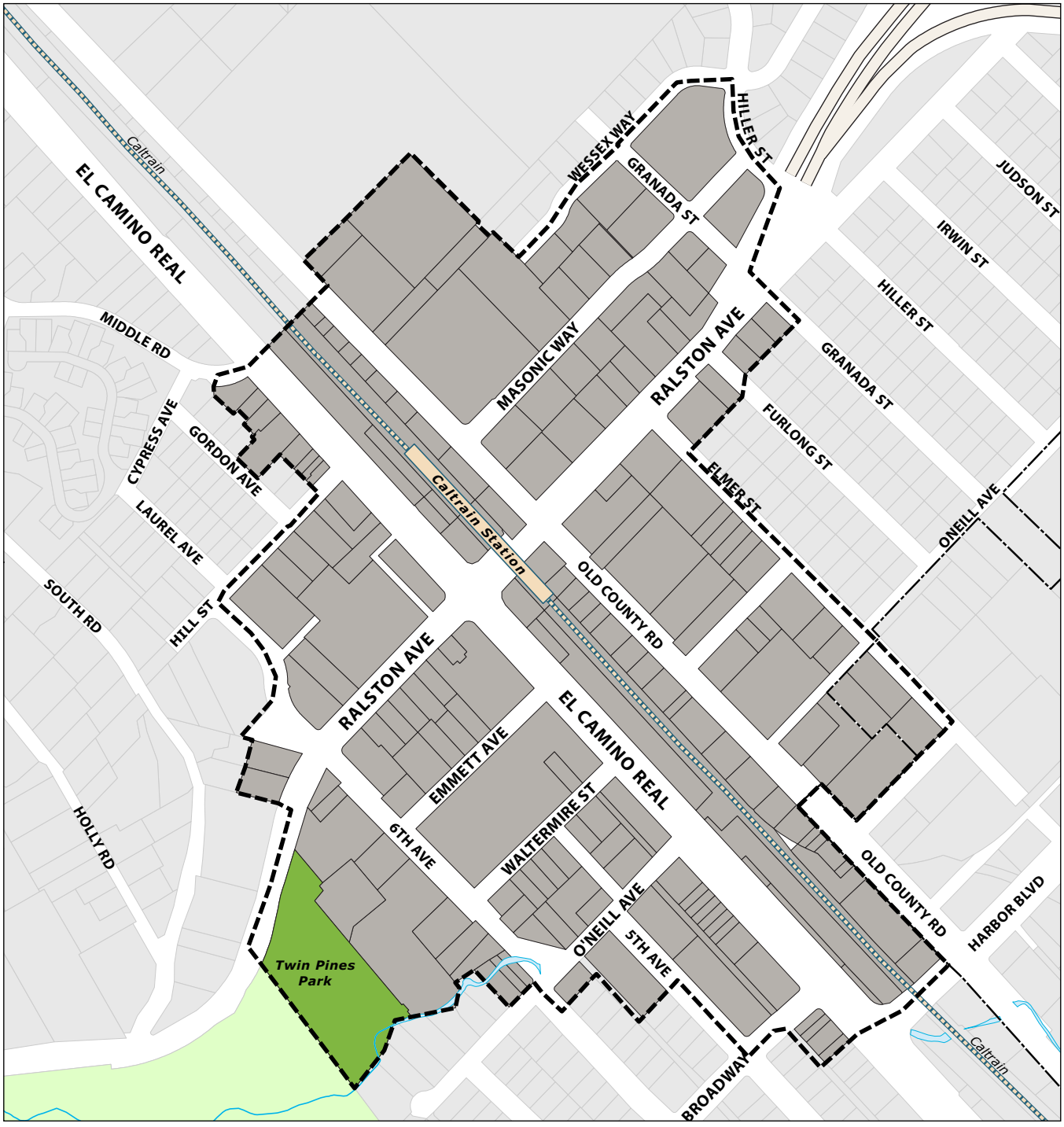
Source: ABAG, 2001; Dyett & Bhatia, 2016.

Figure 3-2: Belmont General Plan Planning Area and Belmont Village Specific Planning Area



Source: City of Belmont, 2015; Dyett & Bhatia, 2015.

Figure 3-3: Belmont Village Specific Plan Planning Area



Source: City of Belmont, 2014; San Mateo County Assessor's Parcel Database, 2014

DYETT & BHATIA
Urban and Regional Planners

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3. **Circulation Element.** The Circulation Element provides for the development and maintenance of a multimodal circulation network, promoting increased transportation choices to serve existing and new development. It responds to the California Complete Streets Act of 2008 by planning for a balanced, multimodal transportation system that meets the needs of all users of roadways, including motorists, pedestrians, bicyclists, children, seniors, persons with disabilities, public transportation users, and movers of commercial goods. A system of street typologies and mode priorities for each roadway type are established. The Circulation Element also includes policies related to reducing air pollution and greenhouse gas (GHG) emissions.
4. **Parks, Recreation, and Open Space Element.** The Parks, Recreation, and Open Space Element addresses Belmont's parks and recreation facilities as well as natural open space resources for recreational purposes. The City of Belmont's parks and recreation system is integral to its sense of community and quality of life, and the city has excellent open space resources that are highly valued by community members. Maintaining existing facilities, acquiring and developing additional facilities to meet future needs, identifying funding sources, and providing programming for parks and recreation areas as the city's population grows are important components of this element. Standards for the ratio of parkland to population are also established in this element.
5. **Conservation Element.** The Conservation Element establishes goals and policies for the conservation of natural resources in Belmont. This element addresses open space resources, including hillsides; biological resources; hydrology, water quality, and water supply and demand; wastewater, solid waste, and stormwater management; air quality and climate change; and cultural and archaeological resources. The General Plan seeks to balance carefully planned growth with conservation and enhancement of the area's natural resources.
6. **Safety Element.** The purpose of the Safety Element is to identify the natural and man-made public health and safety hazards that exist within the City, and to establish preventative and responsive policies and programs to mitigate their potential impacts. Ensuring the safety of community members, through protection from hazards, is an essential service of public agencies and a critical priority for maintaining community health and welfare. Specifically, the Safety Element addresses seismic and geologic hazards, flooding, fire, and other hazards, as well as related aspects of law enforcement, emergency preparedness, and coordinated response measures.
7. **Noise Element.** The purpose of the Noise Element is to identify the major noise sources that exist in the Planning Area and to establish policies and programs that the City can enact to mitigate potential impacts through both preventative and responsive measures. Noise from motor vehicles and aircraft operations are regulated by State and federal agencies. Noise considerations also inform the location of industrial land uses and transportation facilities, since they are common sources of excessive noise levels; and the location of noise–sensitive uses such as schools, religious institutions, and hospitals, so that they may be less affected by noise.

While a required element of a city's general plan, the Housing Element is not included in the Proposed Project being considered in this EIR. Per the requirements of the California Department of Housing and Community Development, Belmont's Housing Element was last updated and adopted in May 2015 (covering the period from 2015-2023) and underwent environmental review at that time. However, other elements in the Belmont General Plan Update are consistent with the Housing Element.

Belmont General Plan Vision Statements

The Draft General Plan contains the following Vision Statements, determined through an extensive community input process in 2014 and confirmed at the outset of the General Plan Update Process:

Distinctive Community Development

- Belmont prides itself on being unique.
- Its small-town ambiance sets itself apart as a tranquil, inclusive, safe and desirable place to live, work and play.
- We get involved in town matters because we care about living here.
- We connect with each other in all kinds of gathering places.
- We value and celebrate a strong commitment to diversity, inclusion, safety, equality and dignity for all individuals in Belmont.
- Our strong sense of community and enjoyment of the town's assets and activities deepen as we become better informed and connected.

Easy Mobility

- We put a priority on getting out of, into, and through town efficiently.
- Bicyclists, walkers, and other non-drivers get where they are going easily and safely.
- We require safe residential streets and smooth flowing thoroughfares.

Natural Beauty

- We choose to make our home among these beautiful hills, trees, parks, views, and open spaces.
- Our natural surroundings inspire us to play, create, and contemplate.
- Our actions today preserve and enhance Belmont's beauty to make it even lovelier for our grandchildren.
- Our wooded residential areas are diverse, peaceful, and well maintained.

Thriving Culture

- Belmont is a wonderfully safe, culturally diverse and supportive place to raise a family.
- We facilitate lifelong learning in our academic, artistic, athletic, and social dimensions and we thrive on interconnection with the rest of the world.
- Our schools and library are the pride of the community.
- Our university is intrinsic to Belmont's social, artistic, and economic life.
- The arts thrive in this creative, appreciative town – the arts hub of the peninsula.
- Our history makes Belmont what it is, and we preserve that heritage for our children.

Thriving Economy

- A charming, vibrant town center is at the heart of our civic and economic life.
- Our economy prospers with a mix of attractive, successful businesses that fit with our community character.

- We look first in our town shops and restaurants for what we need.
- Education, arts, and the economy flourish in concert.

PHASE I ZONING CONTENT AND PURPOSE

Following adoption of the General Plan, the City intends to undertake a comprehensive zoning update to implement the proposed General Plan's policies and actions. The Phase I Zoning is the first step in that process, providing a zoning framework and review process that will ensure that new development conforms to proposed General Plan policies and land use designations immediately following General Plan adoption. The Phase I Zoning provides a legal basis to require conformity and, conversely, enable the City to modify or deny nonconforming projects.

The Phase I Zoning includes the following elements:

1. **Amend Section 2, Definitions**. Provides additional definitions and adds rules for height measurement.
2. **Amend Section 3, Zoning Districts Established.** Adds Regional Commercial (RC), Corridor Mixed Use (CMU), Harbor Industrial Area (HIA-1 and HIA-2), Open Space Privately-Owned (OS-PO), and Public and Semi-Public (PS) zoning districts.
3. **Amend Section 5, Commercial Districts.** Replaces Section 5.4, "Highway Commercial District or C-3 District," with a new Section 5.4, "Regional Commercial or RC District."
4. **Add Section 5A, Corridor Mixed Use District.** Provides regulations for the new CMU District.
5. **Add Section 5B, Harbor Industrial Area.** Provides regulations for the new HIA-1 and HIA-2 Districts.
6. **Add Section 5C, Public/Semi-Public District.** Provides regulations for the new PS District.
7. **Repeal Section 7, Agricultural.** Removes the Agricultural and Open Space District.
8. **Add Section 6C, Open Space Privately-Owned District.** Provides regulations for the new OS-PO District.
9. **Add Section 7A, Off-street Parking and Loading in Commercial Mixed Use and Regional Commercial Districts.** Provides off-street parking and loading regulations that apply to the CMU and RC Districts.
10. **Amend Section 9.5, Uses – Exceptions and Provisions.** Add Section 9.5.2 on Recycling Collection Facilities.
11. **Amend Section 10, Planning Procedures.** Add 10.6 on General Plan Conformity, Procedures.
12. **Appendix A: Guidelines for Establishing Peak Hour Trip Credits for TDM Measures.** Specifies how many peak hour trips will be credited for each of a series of Transportation Demand Management (TDM) measures.

SPECIFIC PLAN CONTENT AND PURPOSE

The BVSP meets requirements of California Government Code §65451 governing the contents of specific plans. It includes the following chapters:

1. **Introduction and Background**. Provides project background and purpose, vision statement and guiding principles, a summary of community outreach, legal context, and plan organization.
2. **Land Use.** Presents key features of the Village Planning Area, the Land Use Diagram and classifications, density and intensity standards, potential new development at BVSP buildout, affordable housing strategies, and historic resources.
3. **Mobility.** Addresses pedestrian and bicycle connectivity, automobile circulation, transit and transportation demand management measures, and parking strategies.
4. **Urban Design.** Provides guidance for the development of the built environment in the Planning Area, from streetscape improvements and wayfinding, to detailed development standards and building design guidelines. In addition, the chapter presents illustrative concepts for three areas in the Village.
5. **Infrastructure and Public Services.** Includes direction for public utilities and services to ensure all development in the Planning Area is accommodated by adequate city infrastructure and services. Describes the park, school, and community facilities in the Planning Area to serve current and future residents.
6. **Environmental Sustainability, Health, and Safety**. Addresses key environmental issues that will potentially have an impact on the design and location of new development, including hydrology and flooding, geology and seismicity, hazardous materials and air contaminants, biological resources, and noise.
7. **Implementation.** Outlines measures for consistency with the General Plan and Municipal Code, phasing, implementation mechanisms, and financing strategies for infrastructure and public improvements identified in the Plan.
8. **Appendix – Village Zoning.** Provides zoning regulations that will implement the Belmont Village Specific Plan.

Specific Plan Vision Statement

"Realize Belmont Village's potential as the City's center of civic life with a unique sense of place. Create an attractive, vibrant, mixed use town center for Belmont, offering shopping, restaurants, entertainment, employment, and residential uses in a compact, pedestrian-oriented setting. Enhance pedestrian and bicycle connections so that residents, visitors, and workers can walk, bike, and take transit. Design streets and public spaces to create a lively and attractive public realm with a distinctive identity."

Specific Plan Guiding Principles

- **Create an Identity and Sense of Place.** Enhance the Planning Area's identity as Belmont's town center, building on successful Downtown revitalization efforts. Foster a unique sense of place that establishes Belmont's identity in the region, by developing the Planning Area as a mixed-use, pedestrian-scaled, transit-oriented district.

- **Promote Mixed Uses and Increased Population.** Establish a balance of housing, retail, office, and entertainment uses across the Village. Allow greater intensity and density of development. Ensure long-term economic sustainability by expanding the Downtown commercial core and accommodating a broader array of uses and activities. Increase the residential and employment populations in and around the Downtown commercial core to support growth in commercial uses and businesses in the Village.

- **Support Housing Development.** Support a diversity of housing opportunities in the Village to meet the needs of the Belmont community, including affordable housing for low, very low, and extremely low income households. Provide housing choice for both longtime residents and newcomers to Belmont.

- **Catalyze Private Investment through Strategic Public Investment.** Prioritize capital improvements and programs that will support infill development, encourage private reinvestment, and provide critical public services for the Planning Area. Strategically develop the land assets owned by the City of Belmont so that the projects contribute to the revitalization of the Village and serve as catalysts for other development in the area.

- **Improve Multimodal Mobility.** Improve connectivity, accessibility, and safety for all modes of transportation in the Village. Enhance pedestrian and bicycle connectivity between the east and west sides of the Village and to key destinations within the Planning Area, including the Caltrain Station. Actively manage parking in the Village and encourage drivers to "park once" and walk or bike to destinations.

- **Promote Infill Development with Quality Architectural Design.** Promote compact development patterns on infill development sites. Encourage design diversity and visual richness by promoting a variety of architectural building styles, including contemporary-styled buildings, while ensuring cohesiveness and building design that is flexible, in order to accommodate a range of uses and changes over time.

- **Enhance Public Realm, Infrastructure, and Attractions.** Establish a unified image for Downtown and enhance the public realm with consistent streetscapes, improved sidewalks, and greater opportunities for community gathering and outdoor dining. Make public infrastructure improvements as necessary and ensure public services and facilities are available for current and future Planning Area populations. Continue to promote more activities and attractions in the Village, including more restaurants, retail stores, entertainment venues, and community, art, and cultural events and programming.

CLIMATE ACTION PLAN CONTENTS AND PURPOSE

A CAP is a comprehensive plan for addressing a community's GHG emissions. A CAP, or similar strategy, can serve as a mitigation strategy under CEQA for GHG/climate change impacts associated with a proposed project. Belmont's CAP aligns with the Belmont General Plan Update and the BVSP. Specifically, the CAP quantifies existing and projected GHG emissions in the Planning Area through horizon year 2035 resulting from activities within the Planning Area and the region, and it includes GHG emissions reduction targets for the year 2035. The CAP also contains a suite of quantified reduction strategies, performance standards, and a framework for implementation to achieve the required reduction. Once the CAP is adopted, projects that

demonstrate consistency with the Belmont General Plan Update (and the BVSP, if applicable) and CAP are allowed a streamlined CEQA review process for mitigation of GHG emissions, pursuant to CEQA Guidelines §15183.5.

The CAP includes the following chapters:

1. **Introduction and Background**. Provides project background and purpose, overview of climate science, projected San Francisco Bay Area climate impacts, and State policy and regulatory context. It also provides an overview of regional efforts, local efforts, and the process of creating the CAP.
2. **Greenhouse Gas Inventory and Forecast.** Describes inventory sources and data collection process. Provides baseline emissions inventory for 2005, followed by emissions forecasts for 2020 and 2035. It concludes with emission reduction targets.
3. **Climate Action Strategies.** Provides climate action strategies to reduce greenhouse gas emissions, including goals and measures related to energy, transportation, land use, and solid waste. Also describes climate adaptation strategies.
4. **Implementation.** Prioritizes measures for emission reduction strategies, describes the results of the measure prioritization, summary of the measures, and how the emission targets will be met. Also describes the management strategy for GHG reductions, how to involve the public, and the timeline.
5. **Monitoring and Improvement.** Describes the efforts the City will take to monitor progress towards emissions targets.
6. **Conclusion.** Summarizes the purpose of the CAP and its key strategies.

3.3 Proposed Land Use Diagram and Land Use Classifications

LAND USE FRAMEWORK

General Plan

The General Plan Land Use Element provides the framework for land use and development in Belmont. It is largely based on existing land uses and the current development pattern in Belmont. Much of the city is currently developed, and the General Plan prioritizes preservation of open space. Therefore, most new development will be infill development and limited to opportunity sites, as discussed under Buildout and Opportunity Sites below. The General Plan Land Use Diagram (Figure 3-4) below shows the land use designations for all parts of the Planning Area, as envisioned for 2035.

The General Plan proposes that Belmont will continue to be served by four main arteries: Highway 101, El Camino Real, and Alameda de las Pulgas, which all run north-south through the city; and Ralston Avenue, which is Belmont's sole east-west thoroughfare. Residential uses are mostly concentrated west of El Camino Real, in Belmont's hillsides, while commercial and industrial uses are clustered mostly east of and along El Camino Real. Open space and parks are mostly located west of Alameda de las Pulgas.

The General Plan proposes land use designations that will maintain the existing land uses in most of the residential neighborhoods Most residential areas are composed of single-family homes with pockets of multi-family homes around the intersection of Ralston Avenue and Alameda de las Pulgas, and several other multi-family developments clustered close to El Camino Real.

The area around the intersection of El Camino Real and Ralston Avenue is considered the city's town center. Known as Belmont Village and designated a Priority Development Area[2] (PDA), it currently has a variety of commercial, office, public, and residential uses and is covered by the BVSP described below. Additional mixed commercial uses are found along El Camino Real, north and south of Belmont Village. The General Plan proposes one Corridor Mixed Use designation for most of these two areas. A second smaller commercial area, Carlmont Village Shopping Center, is located in the western side of town, at the intersection of Ralston Avenue and Alameda de las Pulgas, which the General Plan designates Neighborhood Commercial. East of Highway 101, where several industrial, commercial, and large office buildings are currently located, the General Plan proposes simplified land use designations, including mostly Regional Commercial. Additionally, the General Plan proposes a Harbor Industrial Area designation which allows for high-density residential as well as commercial and industrial uses for the unincorporated Harbor Industrial Area.

Phase I Zoning

The Phase I Zoning provides a regulatory framework that ensures that any new development, occurring prior to a comprehensive Zoning Ordinance update, is consistent with proposed General Plan policies and land use designations. Figure 3-5 shows the zoning map amendments proposed under the Phase I Zoning.

A Commercial Mixed Use District has been established along the El Camino Real corridor, similar to the Village Mixed Use District created as part of the Village Zoning. The Commercial Mixed Use District replaces the existing single-use commercial zoning found along most of the corridor, as well as the high-density residential zoning in certain parcels. It corresponds to the new Corridor Mixed Use land use designation in the proposed General Plan.

On the east side of Highway 101, a Regional Commercial District has been established, replacing existing manufacturing and commercial zoning. It corresponds to the new Regional Commercial land use designation in the proposed General Plan.

The Agricultural and Open Space District has been eliminated, reflecting the absence of agricultural land in the Planning Area, as well as an intention to provide regulations that distinguish areas serving as community facilities from areas to be preserved as natural terrain. All areas falling under this district have been rezoned as one of two newly created districts, Open Space Privately-Owned and Public/Semi-Public, while a few parcels along El Camino Real have been rezoned as Commercial Mixed Use.

[2] PDA is a Metropolitan Transportation Commission and the Association of Bay Area Governments designation for an area with high potential to support new housing and employment near transit. This designation qualifies the City to receive funding to develop an implementation plan for the area, as well as future additional grants for specific projects and public improvements.

The Phase I Zoning also prezones the unincorporated Harbor Industrial Area to match the uses allowed under the corresponding proposed General Plan land use designation.

Specific Plan

The BVSP introduces new mixed-use districts in the downtown area that support a variety of land uses, including residential, employment, service, and entertainment uses. These new districts are shown in the Land Use Diagram in Figure 3-6 below, and the land use framework is described in more detail below. The proposed Village Zoning regulations, through establishment of the various Village subdistricts, implement this framework. The Village zoning districts are shown in Figure 3-7.

The retail heart of the Village, called the Village Core, is designated as **Village Core Mixed Use** and includes the entire area between El Camino Real and Sixth Avenue. The Specific Plan envisions that development on the west side of the Village would likely be focused on these blocks, where there are a number of contiguous acres of potential opportunity sites and close proximity to transit service. New development would anchor an active downtown core that is larger than the current commercial core today; the Village Core Mixed Use extends from the northern intersection of Hill Street and El Camino Real, directly across from the Caltrain Station, to the new development on the Firehouse Square at the southern intersection of Broadway and El Camino Real. The Village Core Mixed Use designation is the most intense and active of the land use designations in the Village.

A second core district in the Village is located on the east side of the Caltrain tracks along Masonic Way. Smaller in area, this **Station Core** district begins less than 300 feet from the Caltrain station along Masonic and extends to the edge of the Village on Hiller Street, near the Highway 101 on- and off-ramps. The Station Core district is envisioned as an active, mixed-use district, but with lower permitted development intensity than the Village Core. This core area encompasses opportunity sites that, due to their location and access, may lend themselves to an active district of a different character than the Village Core, catering primarily to nearby homes and workers, while also including unique placemaking elements such as community gathering spaces.

Outside of the Village and Station Core designations, the majority of the parcels along El Camino Real, Ralston Avenue, and Old County Road are designated as **Village Corridor Mixed Use**. This flexible designation supports a variety of employment uses, visitor- and community-serving uses, and residential uses. Many of the potential opportunity sites, including the Caltrain parking lots and the underutilized or vacant lots along Old County Road, have this flexible land use designation and could be redeveloped with office, service, or residential uses.

Some parcels in the eastern portion of the Belmont Village have the **Village High Density Residential** designation, where it is envisioned that higher density residential development would continue to provide a transition between more intense mixed-use development and adjacent single family residential neighborhoods. This designation also ensures that high quality housing, in a mix of types and sizes, will be provided close to amenities, workplaces, and transit.

The **Public Facility** designation is applied to several City-owned parcels that will continue to provide important public services for the Belmont community, such as City Hall and the Fire

Station. The **Park/Plaza** designation applies to Twin Pines Park and the right-of-way and landscaping parcels near the Caltrain Station; however, it is anticipated that additional parks and public spaces will be integrated into new development projects in the Village, particularly in the Village Core and Station Core areas.

The land use diagram also shows two potential new rights-of-way in the Village, which together create a walkable block structure in the Village Core. A new east-west right-of-way in the northwest portion of the Village includes the realignment of Flashner Lane, which would provide connectivity through the entire block, from El Camino Real to Sixth Avenue. The second potential new right-of-way is an extension of Fifth Avenue to facilitate north-south connectivity and serve the retail heart of the Village. As proposed, Fifth Avenue would continue beyond its current formal end at Waltermire Street to the north, across Ralston Avenue, and end at an intersection with the realigned Flashner Lane. The Mobility Chapter provides greater detail on these and other mobility improvements in the Village.

LAND USE DIAGRAM

The General Plan Land Use Diagram (Figure 3-4) depicts the desired ultimate land use pattern for the City of Belmont by 2035. The diagram is a graphic representation of land use classifications and locations, and it should be used in conjunction with policies established in the General Plan. The proposed general locations, distribution, and extent of land uses show the vision of development at buildout of this planning period.

The diagram also includes a legend that shows land use categories whose densities and allowable uses are specified in the following section, Land Use Designations.

Land Use Designations

General Plan

Residential

Low Density Residential (1-7 dwelling units/acre, or du/ac). The Low Density Residential land use designation applies to the use of land primarily for single-family detached residences, but can also include townhouse developments that are clustered to provide open space. The density range is one to seven units per gross acre.

Medium Density Residential (8-20 du/ac). The Medium Density Residential land use designation applies to the use of land for duplexes, townhomes, low-rise apartment buildings, and other less intense multifamily residential development types. The density range is eight to 20 units per gross acre.

High Density Residential (21-30 du/ac). The High Density Residential land use designation applies to multifamily housing ranging from 21-30 dwelling units per gross acre.

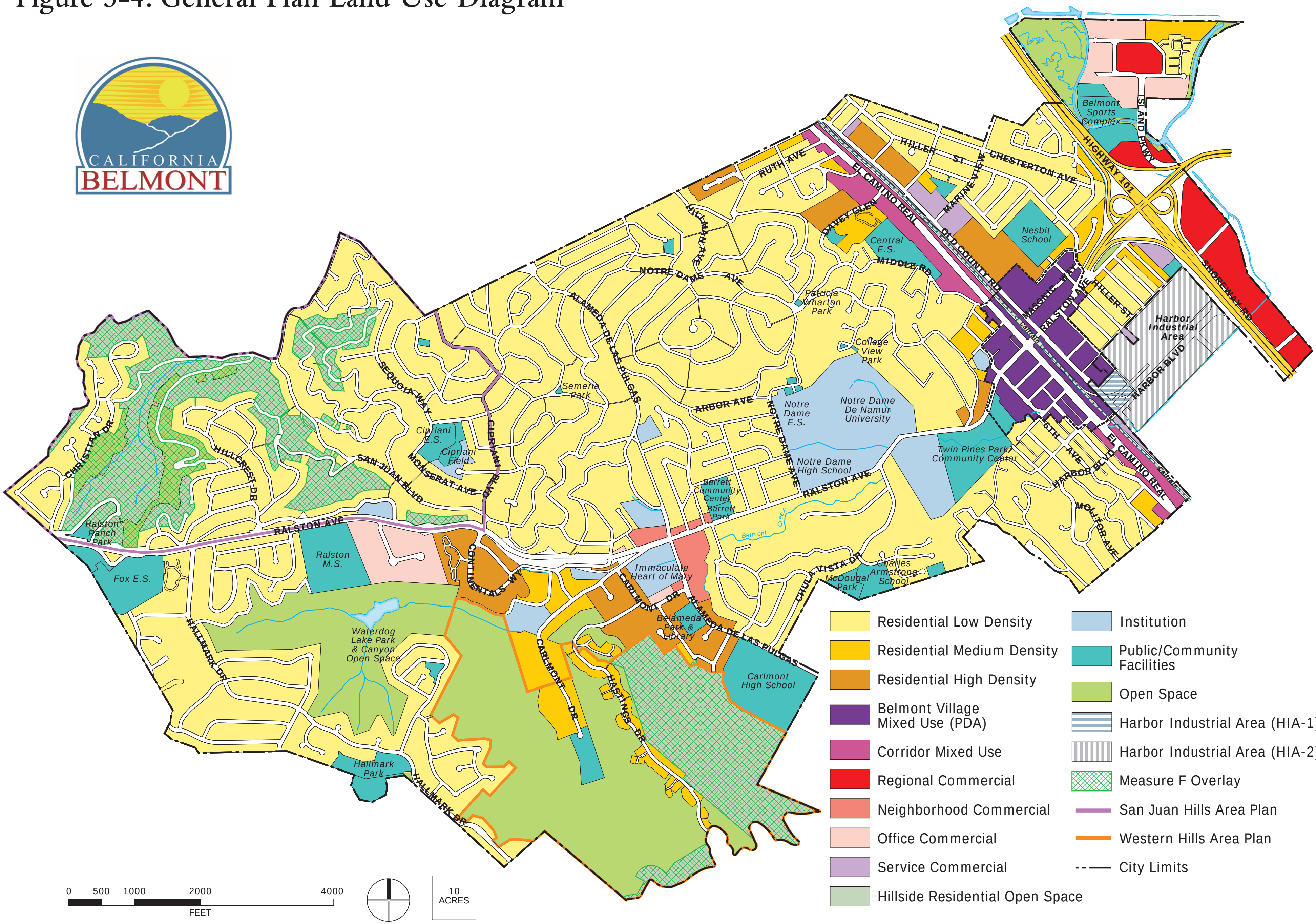
Hillside Residential and Open Space (density varies). The Hillside Residential and Open Space land use designations apply to lands in the San Juan and Western Hills Plan areas. These Plan Areas contain steep slopes, species habitat, and environmental resources that the City is protecting through the provisions of the Plans and implementing zoning. The permitted density is a factor of

the slope of the unsubdivided land; as slope increases, the maximum development density and intensity decreases. On subdivided lands, the permitted size of a residence decreases as the slope of the lot increases, as described in the *Zoning Ordinance*.

Mixed Use and Commercial

Belmont Village Mixed Use (Floor Area Ratio, or FAR, 2.0; 45 du/ac). The Belmont Village Mixed Use land use designation applies to all parcels in the Belmont Village Priority Development Area (PDA) and is intended to promote a pedestrian-oriented, mixed-use core in Downtown Belmont. The details for the Belmont Village PDA, including the precise mix of uses, are provided in the Belmont Village PDA Specific Plan. The Belmont Village Mixed Use designation allows for residential uses, as well as retail, service, office, and entertainment uses, where appropriate, in a vertical and/or horizontal mixed-use setting. Small- and medium-sized retail uses are encouraged in the Village, focusing on meeting neighborhood and community needs; as well as unique specialty shops that attract locals and visitors alike. The maximum FAR in the Belmont Village Mixed Use designation is 2.0 and the maximum residential density is 45 du/ac. If a public benefits zoning ordinance is adopted that requires greater proportional public benefits than would be required for projects up to 45 du/ac, then projects may build to a maximum FAR of 2.5 and a maximum residential density of 60 du/ac.

Figure 3-4: General Plan Land Use Diagram



Source: City of Belmont, 2016; Dyett & Bhatia, 2016.

Figure 3-5: Phase 1 Zoning Map Amendments

CALIFORNIA
BELMONT

DRAFT FOR
PLANNING COMMISSION

C3 to C4
A to OS
A to CMU
A to PS
PD to PS
M1 to C4
C2, C3, R4 to CMU
SC to PS
A to PS
C3, M1 to RC
PD to PS
PD to OS
SC to PS
R1B to PS
R1B to PS
R1B to PS
A to PS
HRO2 to OS
SC to PS
Prezone Harbor Industrial Area to HIA-1 and HIA-2
SC to PS
C3 to CMU
SC to PS
E2.2 to PD
A to PS
HRO1 to OS
HRO3 to PS
A to PS
SC to PS
PUD to PS
HRO3 to OS
A to PS
A to OS
HRO3 to PS
A to PS
HRO3 to OS
PD to OS

0 500 1000 2000 4000
FEET

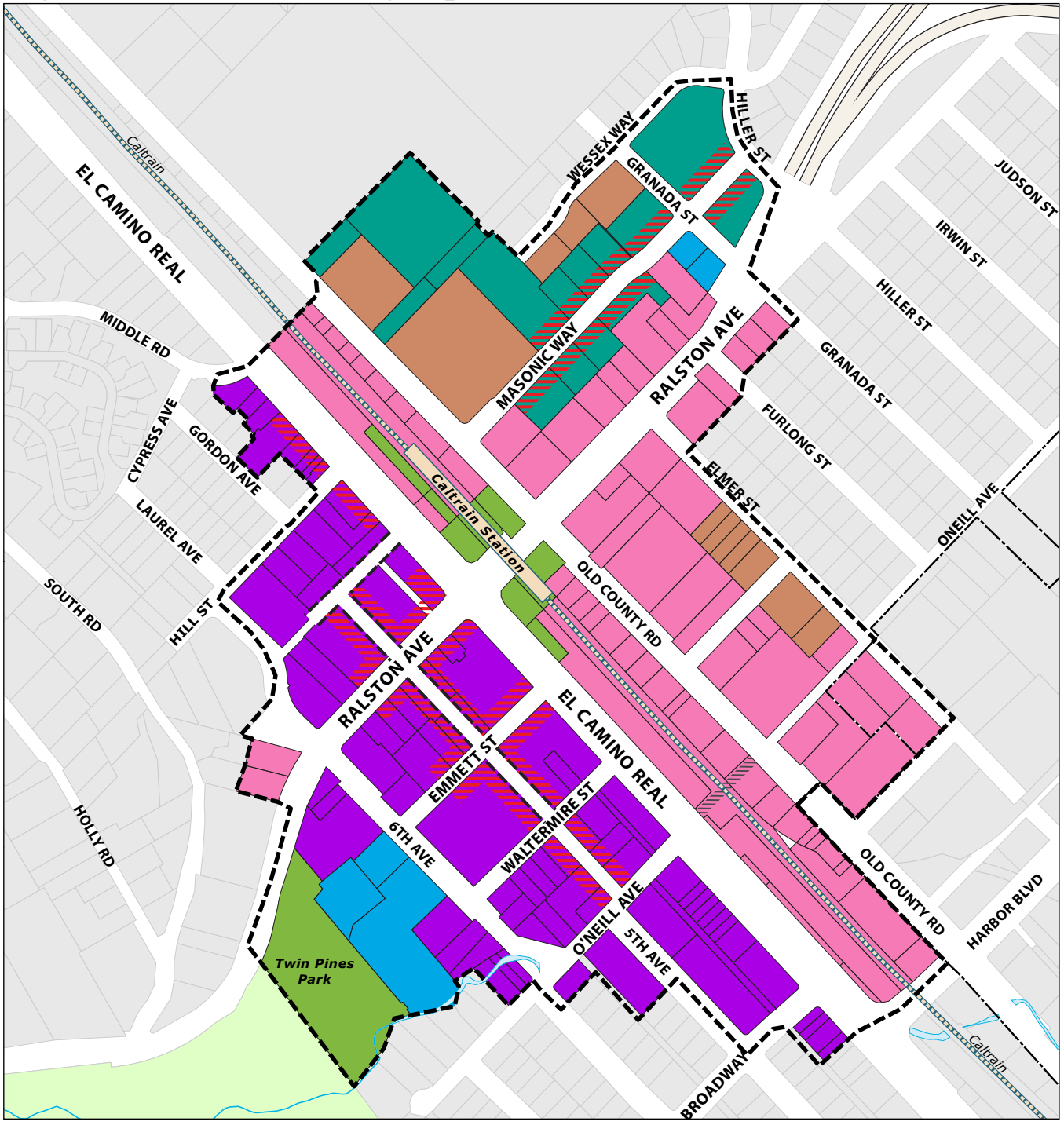
10 ACRES

BVSP	*Belmont Village Specific Plan[1]
CMU	*Corridor Mixed Use
RC	*Regional Commercial
PS	*Public
OS	*Open Space
C4	Service Commercial
PD	Planned Unit Development
HIA-1	Harbor Industrial Area (HIA-1)
HIA-2	Harbor Industrial Area (HIA-2)

*New Zoning District
[1]Subdistricts identified in BVSP

Source: City of Belmont; Dyett & Bhatia, May 22,2017.

Figure 3-6: Belmont Village Specific Plan Land Use Diagram



- Village Core
- Station Core
- Village Corridor Mixed Use
- Village High Density Residential
- Public Facility
- Park/Plaza
- Active Use Frontage Overlay
- Proposed Bicycle/Pedestrian Underpass
- Caltrain
- Proposed New Rights-of-Ways
- Waterways/Lakes
- Belmont Village Planning Area
- City of Belmont

0 200 400 800
FEET

Source: City of Belmont, 2014; San Mateo County Assessor's Parcel Database, 2014

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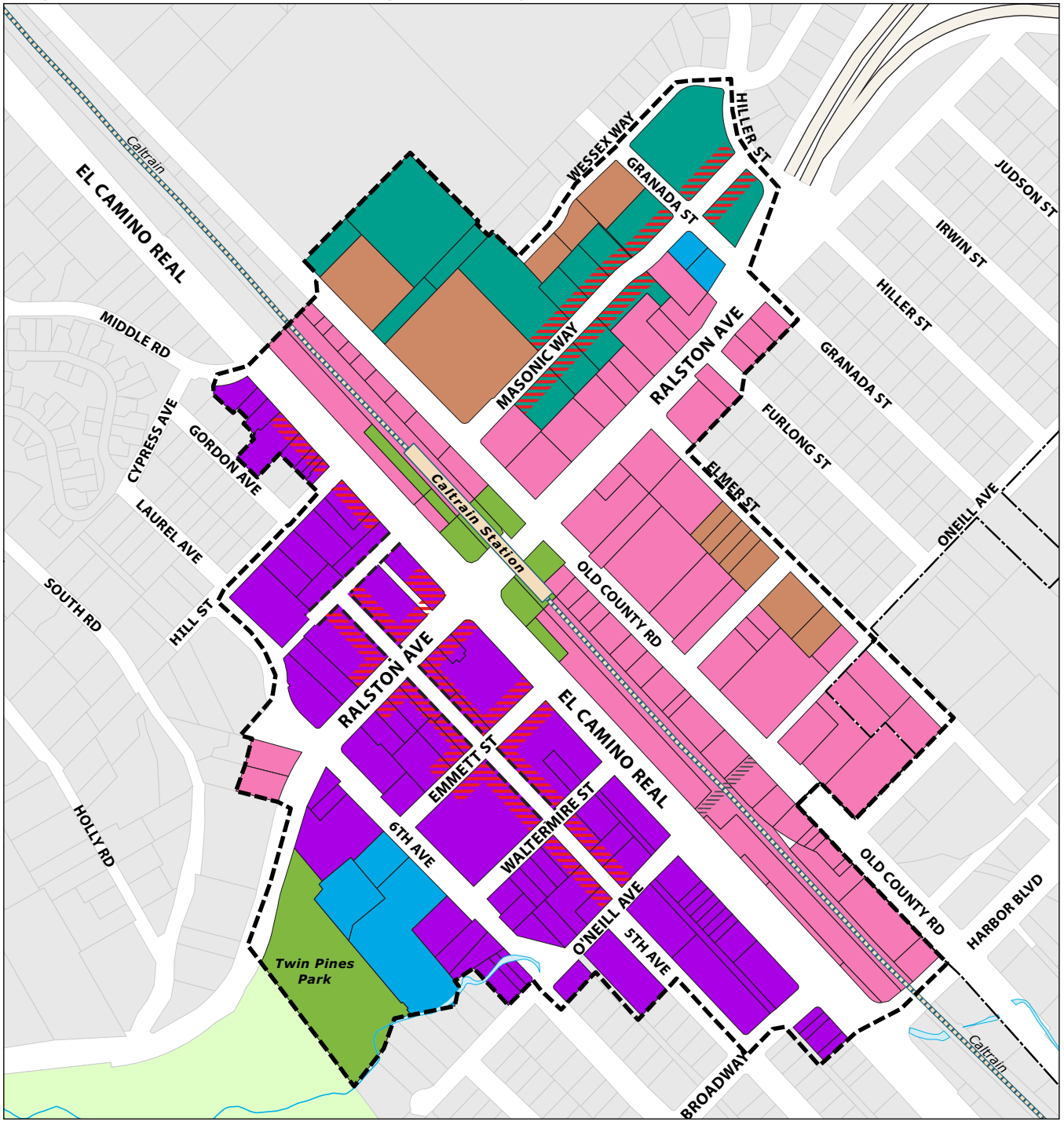
Figure 3-7: Belmont Village Zoning Districts



- VC Village Core
- VSC Village Station Core
- VCMU Village Corridor Mixed Use
- VHDR Village High Density Residential
- PF Public Facility
- PP Park/Plaza
- Active Use Frontage Overlay
- Proposed Bicycle/Pedestrian Underpass
- Caltrain
- Proposed New Rights-of-Ways
- Waterways/Lakes
- Belmont Village Planning Area
- City of Belmont

0 200 400 800
FEET

Source: City of Belmont, 2014; San Mateo County Assessor's Parcel Database, 2014

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Corridor Mixed Use (FAR 1.75; 45 du/ac). The Corridor Mixed Use land use designation applies to parcels along El Camino Real outside of the Belmont Village PDA and is intended to provide community and visitor-serving retail and services, lodging, office, and high density residential in a horizontal and/or vertical mixed-use setting. A mix of uses in individual developments is encouraged but not required. The maximum FAR is 1.75 and the maximum residential density is 45 du/ac. If a public benefits zoning ordinance is adopted that requires greater proportional public benefits than would be required for projects up to 45 du/ac, then projects may build to a maximum FAR of 2.2 and a maximum residential density of 60 du/ac. FAR applies to the entire development on a site, inclusive of any residential component.

Regional Commercial (FAR 1.8). The Regional Commercial land use designation allows for community-serving retail and services; visitor- and retail-serving auto-oriented commercial services, such as lodging, service stations, car dealerships, and commercial office uses. Some light industrial and research and development (R&D) uses may also be permitted. The maximum FAR for Regional Commercial is 1.8. More than one zoning district may apply to areas within the Regional Commercial designation, to ensure that auto-oriented uses are appropriately situated among the community-serving retail and services in the area.

Neighborhood Commercial (FAR 1.5). The Neighborhood Commercial land use designation is intended to provide neighborhood retail and service uses to the residents of Belmont. The maximum FAR for Neighborhood Commercial is 1.5.

Office Commercial (FAR 1.5). The Office Commercial land use designation provides for professional office, executive office, and other office uses. The maximum FAR for Office Commercial is 1.5.

Service Commercial (FAR 1.5). The Service Commercial land use designation accommodates heavy and service commercial and light industrial uses, such as repair shops, small warehouses, wholesale establishments, automotive services, and light manufacturing. The maximum FAR for Service Commercial is 1.5.

Other

Institutional. The Institutional land use designation applies to educational, cultural, faith-based and health-related services, and it may include a residential component. No set density/intensity standards are defined for this designation; rather, the Planned Development (PD) process defines these on a project-by-project basis.

Public/Community Facilities. The Public/Community Facilities designation applies to all public and community facilities, including public schools, city parks and recreation facilities, community centers, the library, and various other publically owned facilities, such as public infrastructure. Currently, there are multiple zoning designations for city parks in the *Zoning Ordinance*, including Agriculture, which makes it difficult for the City to administer simple improvements to some of the parks. By including city parks in the Public/Community Facilities designation (rather than categorizing them as Open Space), the City gains greater flexibility in planning and programming for these spaces. No density/intensity standards are defined for this designation.

Open Space. The Open Space land use designation applies to natural open spaces that are undeveloped/unimproved and are not intended to see significant improvements associated with city parkland (e.g., play structures, athletic fields, etc.). Trails may be provided, and the areas may

be maintained to manage wildfire risk, erosion, and other hazards where feasible. No development intensity is assumed for this designation.

Harbor Industrial Area (FAR 5.0). The HIA land use designations, shown in crosshatch patterns on the Land Use Diagram, apply to the unincorporated area within Belmont's SOI. Harbor Industrial Area 1 (HIA-1) is intended to provide high density residential as well as light industrial, retail, hotel, and research and development uses. Harbor Industrial Area 2 (HIA-2) is intended to provide a similar set of uses, excluding residential uses while adding large floorplate retail uses. The maximum FAR for both HIA-1 and HIA-2 is 5.0, and while no residential densities are specified, there is a height limit of six stories. More specificity will be established through pre-zoning, if annexation were to occur.

Phase I Zoning

The Phase I Zoning establishes multiple new zoning districts that correspond directly to land use designations in the proposed General Plan: Regional Commercial (RC), Corridor Mixed Use (CMU), and Harbor Industrial Area (HIA-1 and HIA-2).

Additionally, the Phase I Zoning creates two new districts that apply to areas formerly zoned as Agricultural Districts, which the Phase I Zoning eliminates.

Open Space Privately Owned (OS-PO). The Open Space Privately Owned District, which complements the existing Open Space Public District, is established to provide for and preserve privately-owned natural areas. These areas may be maintained to manage wildfire risk, erosion and other hazards, where feasible, and may include agricultural uses, low-impact recreational uses and privately-owned land that is deed-restricted for open space preservation. Permitted uses include agricultural use, open space and low-impact recreational uses, and public utility and public service structures. Conditional use is also granted for single-family residences.

Public and Semi-Public (PS). The Public and Semi-Public District applies to all public and community facilities, including city parks and recreation facilities, community centers, the library, and various publicly-owned facilities and public infrastructure. Permitted uses include community centers, cultural facilities, government buildings, parks and recreation facilities, and public utility and public service structures.

Specific Plan and Village Zoning

Mixed Use

Village Core. The Village Core designation is intended to foster an active and vibrant Downtown where the community can gather to socialize, shop, work, play, and live. As the primary designation for the western half of the Village, the Village Core allows for high-intensity, mixed-use development. Retail uses, offices, personal services, and entertainment uses are supported to cater to the local community and visitors. Vertical mixed use is strongly encouraged, with high-density residential uses allowed (but not required) above the ground floor only. All development should be designed to be pedestrian-oriented and integrated with the surroundings, consistent with the Urban Design in Chapter 4. In addition, publicly accessible community gathering spaces are required, as described in Chapter 4. The minimum FAR is 0.5, and the maximum FAR is 2.0 (for residential and non-residential uses combined). With the provision of substantial community

benefits, developments may achieve a maximum FAR of 2.5. No separate residential density is specified. The corresponding Village Zoning sub-district is Village Core (VC).

Village Corridor Mixed Use. The Village Corridor Mixed Use designation is intended for a mix of community and visitor-serving uses. The designation is primarily located in the eastern half of the Village along key corridors, including Ralston Avenue and Old County Road. Uses include offices, services, and lodging uses, and retail is permitted but not encouraged. High-density residential is permitted and encouraged to be developed in a horizontal or vertical mixed-use setting, but it may be developed as a single use subject to the maximum FAR. Publicly accessible community gathering spaces are required, as described in Chapter 4. The minimum FAR is 0.5, and the maximum FAR is 2.0 (for residential and non-residential uses combined), and no separate residential maximum density is specified to allow greater flexibility and enable maximum use of FAR by smaller housing units. With the provision of substantial community benefits, developments may achieve a maximum FAR of 2.5. The corresponding Village Zoning sub-district is Village Corridor Mixed Use Core (VCMU).

Station Core. The Station Core designation is limited to the northeastern quadrant and is intended to create an activity center to serve the neighborhoods in and surrounding the eastern portion of the Village. Uses may include small- and medium-scale retail, dining, and entertainment uses. Publicly accessible community gathering spaces are required, as detailed in Chapter 4, and specialty shops, community-oriented spaces and amenities, and entertainment destinations are encouraged. Station Core supports residential uses in a horizontal or vertical mixed-use setting. The minimum FAR is 0.2, and the maximum FAR is 1.5 (for residential and non-residential uses combined). With the provision of substantial community benefits, developments may achieve a maximum FAR of 2.0. No separate residential density is specified. The corresponding Village Zoning sub-district is Station Core (VSC).

Active Use Frontage Overlay. Several streets within the Village Core and Station Core districts are shown with Active Use Frontage Overlay on the Land Use Diagram. This designation requires that the ground level have uses that are accessible to the general public, are engaging to pedestrians walking by, and generate walk-in pedestrian clientele and thus contribute to a high level of pedestrian activity. Active uses may include but are not limited to: retail stores, restaurants, cafes, markets, bars, theaters and performing arts venues, parks, plazas, commercial recreation and entertainment, personal and convenience services, tourism-oriented services, banks, childcare services, libraries, museums, galleries, and entrance lobbies to upper-floor residential uses. While office and other non-residential uses may be permitted at ground level on an interim basis at the discretion of the Planning Commission, all spaces must be designed to accommodate active uses. The Village Zoning regulations define an overlay with specified use regulations corresponding to this designation.

Residential

Village High Density Residential. The Village High Density Residential designation is intended for multifamily buildings and townhomes between 21 and 45 dwelling units per gross acre. It is applied to parcels in the Village's eastern quadrants. The higher densities of this designation may provide market rate and affordable rental and ownership housing opportunities. Typical configurations include townhomes, garden apartments, and stacked flats (apartments or condominiums). Common open space and shared amenities for residents are required within

Village High Density Residential developments. The corresponding Village Zoning sub-district is Village High Density Residential (VHDR).

Public

Park/Plaza. The Park/Plaza designation is intended to serve the outdoor recreational needs of the community on publicly owned land. This designation provides for public open space areas, including parks and recreation facilities, that are programmed or improved with open space facilities and amenities. Areas with the Park/Plaza designation may include amenities such as play structures, seating, fountains, public art, and special landscape features. Park/Plaza may also include walkways and trails that are part of larger circulation networks. Additional parks, open spaces, and public spaces are required to be provided in development projects as described in Chapter 4 of the Draft Specific Plan, Urban Design. The corresponding Village Zoning sub-district is Park/Plaza (PP).

Public Facility. The Public Facility designation provides for public utilities and facilities. It includes government offices, City Hall, community centers, police stations, and fire stations. The corresponding Village Zoning sub-district is Public Facility (PF).

3.4 Buildout under the Proposed Project

Full development under the Proposed Project is referred to as "buildout." Although the proposed General Plan and BVSP horizon is the year 2035, neither plan is intended to specify or anticipate when buildout will actually occur; nor does the designation of a site for a certain use necessarily mean the site will be used in such a way within the next 20 years. This section describes the implications of the Proposed Project buildout in terms of future housing units, population, and jobs.

DENSITY AND INTENSITY STANDARDS

The residential density and non-residential intensity Floor Area Ratio (FAR) standards used in the proposed General Plan are shown in Table 3-1, and those used in the proposed Specific Plan are shown in Table 3-2.

Table 3-1: Density and Intensity Standards and Acreage Totals for General Plan Land Use Designations

General Plan Land Use Designation	*Residential Density (gross dwelling units/acre)*	*Non-Residential Intensity (FAR)*	*Acres*[1]	*Percent of Planning Area*
Residential			**1,614.5**	**64.9%**
Residential Low Density	1 – 7	-	1,214.1	48.8%
Residential Medium Density	8 – 20	-	88.7	3.6%
Residential High Density	21 – 30	-	88.2	3.5%
Hillside Residential Open Space	Determined by slope; Section 4.7 of *Zoning Ordinance*	-	223.5	9.0%
Mixed Use and Commercial			**199.2**	**8.0%**
Belmont Village Mixed Use (PDA)[2]	N/A except as specified for certain sub-districts in BVSP	Up to 2.0 (2.5 with community benefits)	54.3	2.2%
Corridor Mixed Use	Up to 45 du/ac (60 du/ac with provision of community benefits)	Up to 1.75 (2.2 with provision of community benefits)	28.4	1.1%
Regional Commercial	-	Up to 1.8	45.0	1.8%
Neighborhood Commercial	-	Up to 1.5	13.3	0.5%
Office Commercial	-	Up to 1.5	43.7	1.8%
Service Commercial	-	Up to 1.5	14.6	0.6%
Other			**622.2**	**25.0%**
Institution	-	-	108.8	4.4%
Public/Community Facilities	-	-	161.4	6.5%
Open Space	-	-	352.0	14.2%
Total Acres Within City Limits			***2,435.9***	***98.0%***
Harbor Industrial Area 1	-	Up to 5.0	5.3	0.2%
Harbor Industrial Area 2	-	Up to 5.0	45.1	1.8%
Total Acres Within Planning Area			***2,486.3***	***100.0%***

Notes:

1. Acreage does not include Rights-of-Way. Numbers rounded to the nearest tenth of an acre; totals may not sum precisely due to rounding.
2. The area designated Belmont Village Mixed Use in the General Plan corresponds to the Planning Area for the BVSP and establishes an overall development envelope for the area. The BVSP provides additional detail on land use districts and allowable density and intensity for this area. Refer to Table 3-2.

Sources: City of Belmont, 2016; Dyett & Bhatia, 2016.

Table 3-2: Density and Intensity Standards and Acreage Totals for BVSP Land Use Designations

Land Use Designation	*Density Range (dwelling units/acre)*	*Maximum Intensity (FAR)*
Village Core[1]	0 – 45	2.0
Village Corridor Mixed Use[2]	n/a	2.0
Station Core[3]	0 – 35	1.5
Village High Density Residential[4]	21 – 45	n/a
Public Facility	n/a	n/a
Park/Plaza	n/a	n/a

Notes:

1. With the provision of substantial community benefits, development may achieve up to 60 du/ac and 2.5 FAR.
2. While Village Corridor Mixed Use allows for residential development, it only regulates the intensity of development with FAR; no residential density is assigned to allow greater flexibility in housing type. With the provision of substantial community benefits, development may achieve up to 2.5 FAR.
3. With the provision of substantial community benefits, development may achieve up to 50 du/ac and 2.0 FAR.
4. With the provision of substantial community benefits, development may achieve up to 60 du/ac.

Sources: City of Belmont, 2016; Dyett & Bhatia, 2016.

BUILDOUT AND OPPORTUNITY SITES

General Plan Buildout

By 2035, Belmont's population is projected to increase by about 4,100 residents, 1,500 households, and about 3,300 jobs, as shown in Table 3-5. These projections are based on the Association of Bay Area Governments (ABAG) 2013 Projections and estimates from San Mateo County's Travel Demand Model. As discussed below, it is expected that much of this growth will occur in eastern Belmont, especially in the Belmont Village PDA, while most of the residential neighborhoods will experience less growth and change.

Table 3-5: Planning Area Growth Projections for 2035

	Population	*Households*	*Jobs*
2013	26,400	10,900	10,100
2035	30,500	12,400	13,400

Note: The 2035 buildout projections are the average of the 2035 figures in ABAG's 2013 Projections, which are more conservative, and the 2035 figures interpolated from the County's 2040 travel demand model, which are higher than ABAG 2013 projections and have been updated more recently.

Sources: 2013 figures: C/CAG-VTA 2040 Model; Dyett & Bhatia; Kittelson & Associates, Inc. 2016. 2035 figures: ABAG Projections, 2013; C/CAG-VTA 2040 Model; Dyett & Bhatia; Kittelson & Associates, Inc. 2016.

Jobs-housing balance refers to the condition in which a single community offers an equal supply of jobs and housing, which theoretically would reduce the need for people to commute in or out of town for work. In reality, the match of education, skills and interests is not always accommodated within the boundaries of one community. Still, matching the workforce needs to availability of housing types/prices can potentially reduce commute travel. To measure a community's jobs-

housing balance, it is typical to look at employed residents rather than housing units. A jobs/employed residents ratio of 1.0 would indicate parity between jobs and employed residents, although because of regional inter-dependencies, inter-city commuting may still occur.

Belmont is primarily a residential community, with smaller commercial and employment centers, and traditionally, many residents have commuted out of the city for work. This is reflected in Belmont's 2013 jobs/employed residents ratio, which is shown in Table 3-6, based on data from ABAG's 2013 Projections. In 2010, the ratio of jobs to employed residents was about 0.64. Over the planning period, the number of jobs is expected to increase slightly more than the number of employed residents, so that by 2035 it is projected to increase to 0.69.

Table 3-6: Jobs/Employed Residents Balance

	2010	*2035 Buildout*
Jobs	8,200	10,100
Employed Residents	12,700	14,600
Jobs/Employed Residents	0.64	0.69

Note: Figures rounded to the nearest hundred.

Source: ABAG Projections, 2013.

General Plan Opportunity Sites

With much of the city currently "built out," or developed, and the preservation of open space a priority, undeveloped land available for development is limited in Belmont. Most of the development over the next 20 years is likely to take place on sites that are currently vacant and on sites that are currently underutilized, where the value of the land is worth substantially more than the value of the structure on the land. In addition, future development may come from expanded development on sites with existing structures or redevelopment of sites and structures that come to the end of their useful life over the next 20 years.

Most of the vacant and underutilized sites in the Planning Area tend to be clustered in the eastern half of the city, especially in the Belmont Village PDA, along El Camino Real, and east of Highway 101. The sites located in these areas may be appropriate for different types of development, depending on their land use designation, parcel size, and other factors. It is likely that much of the growth and change in Belmont over the next 20 years will occur in these areas, which are well served with existing public facilities and services, including transportation facilities, and commercial and community uses.

In the western hillsides, there are a number of smaller vacant sites, but many of these sites face significant development constraints. Many of the larger vacant lots are located in the San Juan Hills north of Ralston Avenue or in the Western Hills south of Ralston Avenue, in between Hastings Drive and Carlmont High School. Ultimately, many of these vacant lots in western Belmont are located on steep slopes or face other environmental constraints, so development opportunities are limited.

The General Plan identifies six focus areas for economic growth in Belmont, which are shown on Figure 3-8 and described below. Figure 3-8 also shows Belmont's potential opportunity sites, which

are sites that have the potential to accommodate new development or redevelopment over the next 20 years. Many of the potential opportunity sites are located in the focus areas for economic growth.

Potential opportunity sites were identified by mapping undeveloped and underutilized land, using the County Assessor's data, field study, information from City staff, and review of aerial photography. The County Assessor's data was used to preliminarily identify underutilized land by identifying parcels with a low assessed value ratio, or AV ratio. AV ratio is defined here as the ratio of the value of existing permanent improvements (i.e. buildings) to the value of the land. Where this ratio is less than one, a parcel may be considered to be underutilized. A ratio of less than 0.5 indicates even greater potential. In other words, where the value of the land is worth substantially more than the value of the structure on it, a site may be a candidate for redevelopment. In addition, sites that are currently open storage areas are also considered underutilized sites that may be redeveloped in the future.

It is important to note that sites identified as potential opportunity sites are just that—potential opportunities. Actual development decisions on these sites will be made by the individual property owners. It is possible that some or all of these sites will not experience any changes at all; it is also possible that sites *not* identified in this analysis will undergo redevelopment. This analysis is merely a tool intended to identify and quantify areas in Belmont where, if any, future development is most likely to occur.

The six focus areas for economic growth identified in the General Plan are described below.

Belmont Village PDA. The Village currently has a mix of low density, auto-oriented commercial and retail uses, service commercial uses, single-family and multi-family residential uses, and the City Hall. The area also has a large number of surface parking lots, as well as some vacant and underutilized sites, and its redevelopment potential over the course of the planning period is strong. The General Plan supports a vertical or horizontal mix of residential, commercial, office, and entertainment uses and increased density and intensity of development. The BVSP provides additional detailed information on the vision for the Village, land uses, circulation, urban design and development standards, utilities and public services, community facilities, affordable housing strategies, the environment, and implementation.

El Camino Real. Many of the city's vacant and underutilized parcels are located along the El Camino Real corridor. The General Plan supports the vision of a "grand boulevard" along the corridor, which is further promoted by the regional Grand Boulevard Initiative for El Camino Real; a collaboration of cities, counties, and local and regional agencies to improve El Camino Real's safety, aesthetics, and performance as a street. The corridor is envisioned as a place for residents and visitors to work, live, shop, and play in Belmont, with improved walking, bicycling, and transit facilities.

Harbor Industrial Area (HIA). Unincorporated land at the southeast quadrant of Old County Road and O'Neill Avenue, and bordered by Highway 101 to the east. The HIA is in the City's Sphere of Influence and hosts a variety of industrial and commercial activities. Belmont's 2003 Economic Development Strategy report suggested that annexation of the HIA to Belmont would diversify the City's existing labor source and add to its total employment by around 20 percent. Over the

planning period, the vision is to achieve annexation of the HIA and fully integrate it into the Belmont community.

Carlmont Village. Carlmont Village provides neighborhood commercial retail and services for the Belmont community. There are a number of community facilities nearby, as well, including places of worship, Belameda Park and Library, Barrett Community Center, and Carlmont High School. The area is envisioned to undergo increased neighborhood commercial and community activity to serve Belmont residents over the planning period.

East of Highway 101. With easy freeway access, the area currently has an employment and visitor focus, with a mix of office, light industrial, auto-oriented commercial, and motel uses; there are also several vacant or underutilized sites. Compared to Belmont's other focus areas for economic growth, the parcels in the area east of Highway 101 are larger in size and could provide opportunities for larger, regional-serving employment centers and other development projects.

Davis Drive. Employment area located off of Ralston Avenue in western Belmont, just east of Ralston Middle School. Davis Drive is currently home to older office and warehouse uses, as well as a number of large surface parking lots. The area is envisioned to change in the coming years to include new, denser uses that could provide important revenue for the City.

Specific Plan Buildout

To determine the total amount of housing units, non-residential square footage, population, and jobs in Belmont Village in 2035, a buildout analysis was conducted. Using a number of assumptions about the amounts and types of development, the buildout analysis calculated the amount of existing development, development under current projects, and net new development, to determine the total amount of development at buildout in 2035. Based on the amount of development, the population and jobs were calculated using assumptions about household size and employee intensity.

New development is expected to occur on "potential opportunity sites," which are identified and discussed earlier in this chapter. To calculate the net new residential and non-residential development on potential opportunity sites, the amount of existing development on potential opportunity sites was subtracted from the projected amount of new development on potential opportunity sites. This net new development on potential opportunity sites was added to the amount of existing development on all other sites in the Village and the current development project at Firehouse Square to determine the net total amount of development in Belmont Village. Then, using assumptions about average household size and employee intensity, population and job totals at buildout were calculated.

The assumptions used to develop the projected housing and population buildout totals for the Village are shown in Table 3-7. An average residential density and the proportion of development to be allocated to residential development were assumed for each land use designation. Average household size was assumed to be 2.1 persons. Non-residential intensity and employment intensity assumptions used to calculate buildout totals are presented in Table 3-8. Each land use designation had an assumed proportion of the site with non-residential development. Intensity of non-residential development was based on an assumed average floor area ratio, or FAR, for each land

use designation. Employment intensity was calculated as an average amount of square feet per job for each land use designation.

It is important to note that this analysis calculated the net new development that is expected to occur on potential opportunity sites. Some of these sites may not be built or redeveloped with the anticipated use over the next 20 years, while other sites that are not anticipated to change may actually see redevelopment. To reflect the fact that not all of the potential opportunity sites in the Village will change or develop fully within the next 20 years, the buildout analysis assumed that 65 percent of potential opportunity sites designated for Village Core and 60 percent of potential opportunity sites designated for both Village Corridor Mixed Use and Station Core uses would redevelop by 2035. Fifty percent of the potential opportunity sites designated for Village High Density Residential use were assumed to redevelop. No new buildings are anticipated on sites designated for Public Facilities or Parks/Plaza.

Table 3-7: Residential Assumptions for Housing and Population[1]

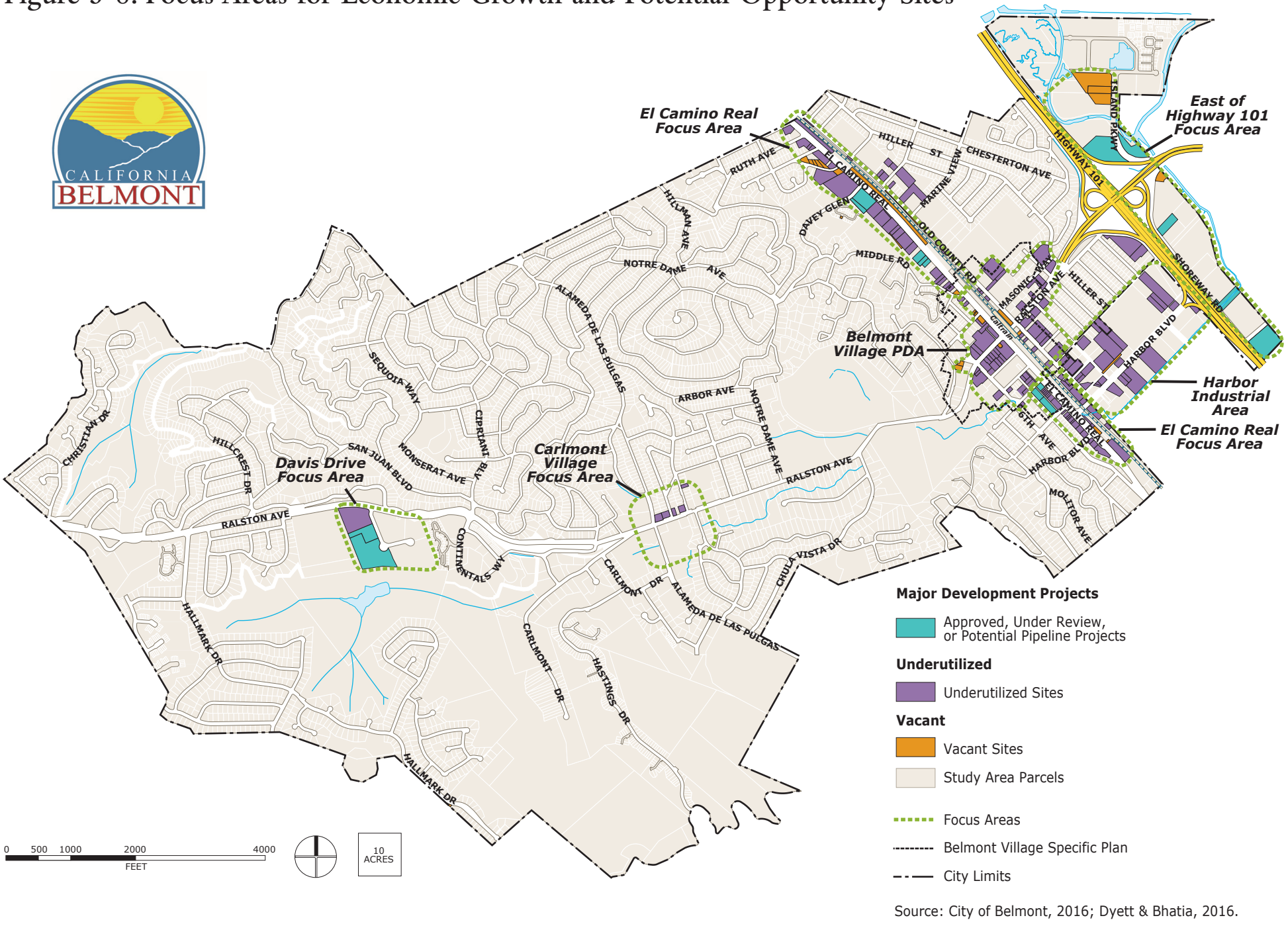
Land Use Category	*Percent that Develops as Residential[2]*	*Average Residential Density (du/ac)*
Village Core[3]	60%	56
Village Corridor Mixed Use	55%	54
Station Core	61%	35
Village High Density Residential	100%	36
Public Facility	0%	0
Park/Plaza	0%	0

Notes:

1. Residential vacancy rate was assumed to be 5 percent. Average household size assumed to be 2.1 persons per household, based on 2014 American Community Survey data for average household size for renting households in Belmont.
2. Percentages refer to the percentage of total development allocated to residential development within each land use category; these percentages were developed as assumptions to guide estimation of Planning Area buildout and are not intended to be limitations or requirements.
3. Assumes that development in the Village Core will achieve higher densities due to provision of community benefits.

Source: Dyett and Bhatia, 2016.

Figure 3-8: Focus Areas for Economic Growth and Potential Opportunity Sites



Source: City of Belmont, 2016; Dyett & Bhatia, 2016.

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Table 3-8: Non-Residential Assumptions for Employment[1]

Land Use Category	*Percent that Develops as Non-Residential[2]*	*Average Building Intensity (FAR)*	*Average Employee Intensity[3] Development (SF per Employee)*
Village Core[4]	40%	2.2	470
Village Corridor Mixed Use	55%	1.9	380
Station Core	39%	1.2	500
Village High Density Residential	0%	0	0
Public Facility[5]	0%	0	560
Park/Plaza[5,6]	0%	0	670

Notes:

1. Non-residential vacancy rate was assumed to be 10 percent.
2. Percentages refer to the percentage of total development allocated to non-residential development within each land use category; these percentages were developed as assumptions to guide estimation of Planning Area buildout and are not intended to be limitations or requirements.
3. Employment intensity is used to calculate the number of jobs a certain type of land use will accommodate. For example, the Station Core is expected to create 1 job for every 500 square feet of non-residential floor area. The average employee intensity reflects the average square footage per employee for the total amount of non-residential development and employment in each land use designation in 2035. Square footage per employee was rounded to the nearest ten.
4. Assumes that development in the Village Core will achieve higher densities due to provision of community benefits.
5. No new development is assumed for Public Facility and Park/Plaza designations.
6. Includes City employees at the community facilities on the Park/Plaza properties.

Source: Dyett and Bhatia, 2016.

Table 3-9 summarizes the net total buildout within Belmont Village (the sum of existing development, current development projects, and net new development). About 560 new residential units are expected, increasing the total housing units to just under 900; with a population increase of about 1,100 residents, the total population is expected to be about 1,800 in the Village. Nearly 365,000 square feet of new non-residential development is expected by 2035, bringing the total amount of non-residential development in the Village to about 1,044,000 square feet. Growth of about 1,000 new jobs is expected, increasing the total to about 2,450 employees in the area.

Table 3-9: Projected 2035 Buildout in Belmont Village

	2013	*2035*	*2013-2035 Growth*
Total Population	670	1,780	1,110
Total Housing Units	340	890	560
Total Jobs	1,440	2,450	1,000
Total Non-Residential Square Feet	679,000	1,044,000	364,800

Note:

1. Values are rounded to the nearest 10, and therefore growth numbers may not add up exactly.

Source: Dyett and Bhatia, 2016.

3.5 Proposed Project Objectives

Important objectives for the proposed General Plan, Specific Plan, and Climate Action Plan are presented in this section. Separate objectives are not provided for the Phase I Zoning and Village Zoning, as the objectives of these ordinances are to implement the proposed General Plan and Specific Plan, respectively. Implementation policies are included in the General Plan, Specific Plan, and Climate Action Plan, and regulations are included in the Phase I Zoning and Village Zoning. All policies and regulations included in these documents are incorporated by reference into this project description and analyzed in this EIR.

GENERAL PLAN OBJECTIVES

Land Use Planning

- Promote a diversity of compatible land uses throughout the city, to enable people to live close to job locations, adequate and convenient commercial services, and public services and facilities such as transit, parks, and schools.
- Support the creation and enhancement of "complete neighborhoods" in Belmont, with well-integrated single-family and multi-family residential development, pedestrian- and bicycle-friendly environments, and activity nodes featuring schools, parks, and neighborhood commercial areas.
- Provide balanced neighborhoods with a variety of housing types and density ranges to meet the diverse demographic, economic, and social needs of residents, while ensuring a cohesive urban form and regard for compatibility with surrounding uses and existing residential development.
- Preserve the character and enhance the quality of Belmont's residential neighborhoods.
- Enhance the Belmont Village PDA and develop a distinct identify for the area as Belmont's vibrant town center for residents and visitors with commercial, residential, dining, civic, cultural, and entertainment activities.
- Promote opportunities for continued economic growth and vitality, resulting in wider shopping and dining opportunities for residents, increased local employment opportunities, enhanced attractions for visitors, increased sales tax revenues, and a stronger community image.
- Provide areas for diverse employment and business opportunities to promote diversity in Belmont's economic base.
- Promote infill development that makes efficient use of limited land supply, while ensuring compatibility and integration with existing uses.
- Foster new development that contributes positively to Belmont's built environment, provides benefits to the local community, and addresses potential impacts.
- Ensure adequate provision of community-serving facilities such as recreation facilities, child daycare facilities, places of worship, schools and other educational institutions, and schools to serve current and future residents.

- Continue to collaborate and partner with Notre Dame de Namur University.
- Support a balanced and integrated parks and open space system that links neighborhoods, provides outdoor recreation opportunities, promotes natural resource conservation, and serves multiple needs.
- Enhance Belmont's character and image as a desirable community with distinct visual qualities, small-town character, and connections to nature and open space.
- Protect and enhance Belmont's hillside areas.
- Grow and develop in such a way that allows Belmont's unique character to flourish while recognizing the city's role in the broader region.

Economic Opportunity

- Support a wide range of economic activity in Belmont that capitalizes on the city's location, strengthens the City's tax base, and ensures that Belmont has adequate fiscal resources to fund high quality public services for its residents and businesses.
- Facilitate retention, expansion, attraction, and incubation of businesses in Belmont that will employ and serve Belmont residents and meet the city's economic development objectives.
- Realize the community's vision for Belmont Village PDA as a vibrant, successful, engaging town center, with opportunities for residents to live, shop, work, and play.
- Transform El Camino Real into a "grand boulevard" with a vibrant mix of land uses, a pedestrian-friendly streetscape, and enhanced transit and bicycle facilities.
- Pursue annexation of the Harbor Industrial Area (HIA) and bring it into the Belmont city limits.
- Promote the continued development and revitalization of the Belmont's focus areas for economic growth as integral parts of the community and nodes of commercial, employment, or residential activity.

Historic Preservation

- Conserve designated historic and cultural sites and structures that help define Belmont's identity and character.

Circulation

- Provide for the safe and efficient movement of people and vehicles within and through the community that fosters accessibility and connectivity; accommodates a mixture of automobiles, transit, bicyclists, and pedestrians; and encourages higher transit ridership.
- Reduce dependence on the automobile for travel and achieve a reduction in vehicle-miles traveled (VMT) per capita of 15 percent by year 2035.
- Work cooperatively with other agencies and jurisdictions in the region to enhance connectivity between Belmont and the region and provide an efficient system for regional travel.

- Accommodate modes of transportation on routes that are designed within the context of the surrounding area to provide for the enjoyment and safety of the individual and to cause minimum interference and appropriate compatibility with adjacent uses of land.
- Promote, provide, and maintain a safe and convenient pedestrian and bicycle system of hiking and riding trails, pedestrian paths, bicycle paths and lanes to: promote active transportation; reduce dependence on automobiles; provide recreation; furnish easy access to trails; permit safe, pleasant travel among parts of the community; connect local areas and destinations within the city through trails and paths and regional trail and path systems; and create opportunities for nature and conservation education.
- Promote Transportation Demand Management Programs and encourage increased transit use through convenient, safe, efficient, and cost-effective services.
- Maintain and improve existing bus service in Belmont to provide transportation to commuter trains, local schools, and recreational facilities.
- Provide a balanced and well-managed parking supply that accommodates demand while maximizing efficiency.
- Limit truck and other heavy traffic to the level necessary to reasonably serve local business and industry while minimizing disruptive effects on residents, businesses, and the functional organization of the community.
- Fund transportation improvement projects through the use of City funds, development fees, and grants.

Parks, Recreation, and Open Space

- Provide an expanded, high quality, and diversified park system that serves the entire Belmont community, enhances community identity, and is conveniently located for community use.
- Ensure that a wide variety of public community and recreation facilities are available to the entire Belmont community for recreational, social, and cultural activities.
- Improve the quantity and quality of recreational programming and services to provide varied recreational opportunities for the entire Belmont community.
- Continue to develop and support a balanced and integrated open space system reflecting a variety of considerations, including natural resource conservation, outdoor recreation, and public health and safety, to ensure synergies between various open space components and compatibility with land use planning.
- Preserve and protect open space resources using various methods available to the City.
- Improve and increase public access into open space areas where feasible and safe.
- Pursue sufficient and dedicated funding for acquisition, operations, protection, maintenance, and management of parks, recreation facilities, and natural open spaces and to meet the recreational programming and service needs of the Belmont Community.

Open Space for Natural Resource Conservation

- Protect and maintain open space for the preservation of natural resources.
- Protect and preserve open space for public health, safety and recreation in areas that require special management for regulation.

Biological Resources

- Protect and restore biological and ecological resources in Belmont, including sensitive wildlife species and their habitats.

Hydrology, Water Quality, and Water Supply and Demand

- Preserve and restore Belmont's waterways and adjacent corridors as valuable community resources that serve as plant and wildlife habitats, groundwater recharge facilities, flood control and irrigation components, and connections between open space areas.
- Preserve water quality by promoting the protection of Belmont's creeks and other natural water bodies from pollution.
- Preserve water resources and provide for long-range community water needs by adopting best management practices for water use and conservation.

Wastewater, Solid Waste, and Stormwater

- Provide adequate wastewater collection, treatment, recycling and disposal facilities in a timely fashion to serve existing and future needs.
- Provide adequate solid waste facilities and services for the collection, transfer, recycling, and disposal of refuse.
- Maintain and improve the reliability of the City's storm drainage system, and promote best management practices to protect this system from flooding, enhance water quality, and prevent infrastructure deterioration.

Air Quality and Greenhouse Gases

- Reduce emissions of ozone-producing pollutants and particulate matter to improve regional air quality and protect the health of Belmont and Bay Area residents.
- Reduce emissions of greenhouse gases to 15 percent below the 2005 baseline levels by 2020 and to 50 percent below the 2005 baseline levels by 2035.

Archaeological and Paleontological Resources

- Preserve and protect areas and sites of prehistoric, cultural, and archaeological significance.

Safety

- Minimize risks of property damage and personal injury posed by geologic and seismic hazards.
- Protect the community from risks to life and property posed by flooding.

- Protect soils, surface water, and groundwater from contamination from hazardous materials.
- Continue to promote the reduction, recycling, and safe disposal of household and business hazardous wastes through public education and awareness.
- Ensure that utilities that are essential to contemporary life are available and adequate to meet the demands of the Belmont community while also ensuring the utilities maintain and enhance Belmont's physical diversity, visual qualities, and small-town characteristics.
- Protect Belmont residents and businesses from potential fire hazards.
- Foster an efficient and coordinated response to emergencies and natural disasters.
- Provide a comprehensive program of safety services including police, fire, and medical response in Belmont.
- Support continuing public awareness of hazards, including avoidance, disaster preparedness, and emergency response procedures.
- Make infrastructure investments, enforce regulations, and disseminate information that will improve disaster response and recovery, with the goal of minimizing damage to people and property.

Noise

- Strive to achieve an acceptable noise environment for the environmental, health, and safety needs of present and future residents of Belmont.
- Protect noise-sensitive land uses, such as schools, hospitals, and senior care facilities, from encroachment of and exposure to excessive levels of noise.
- Continue to work with other agencies, airports, and jurisdictions to reduce noise levels in Belmont created by their operations.

BVSP OBJECTIVES

Land Use

- Create a vibrant downtown that serves as the city's shopping, employment, activity, and community center, with a compact, walkable, pedestrian-scaled development that is connected to transit.
- Preserve and enhance the Village's cultural and historic context.
- Provide a variety of housing types to accommodate different types of households, different income levels, different age groups, and different lifestyles.

Mobility

- Provide a vibrant, safe, and connected street network that facilitates multimodal movement of people within and to the Village Planning Area and ensures the citywide goal of reducing vehicle-miles travelled per capita by 15 percent.
- Provide safe and convenient access to transit.

- Meet citywide goals of reducing automobile trips through the implementation of Transportation Demand Management strategies.
- Provide parking that meets the needs of Belmont Village to ensure its vibrancy and economic vitality, while encouraging walking, cycling, and transit ridership as the primary modes of access to and within the Village Planning Area.

Infrastructure and Public Services

- Continue the successful provision, maintenance, and operation of water, sewer, and stormwater infrastructure utilities in Belmont to maintain the quality of life and accommodate future growth in the Village.
- Continue to provide adequate solid waste services for the collection, transfer, recycling, and disposal of refuse.
- Continue the successful provision, maintenance, and operation of infrastructure and public utilities to maintain the quality of life and serve the Village Planning Area.
- Maintain Belmont as a safe and livable community.
- Ensure that new development adequately addresses public safety considerations in building design and site planning.
- Promote adequate and accessible public school facilities for the Village Planning Area.
- Foster positive relationships between the Belmont Village and Notre Dame de Namur University communities.
- Provide a diverse range of parks, recreation, and community facilities and programming inside and within a ten-minute walk of the Village Planning Area.

Environmental Sustainability, Health, and Safety

- Preserve natural environmental processes that protect health and safety, such as water filtration through soil that protects water quality and riparian vegetation that minimizes erosion and flooding.
- Minimize the potential for loss of life, injury, property damage, and economic and social disruption resulting from natural and man-made hazards, including floods.
- Protect and improve the quality of biological resources and habitat areas in the Village Planning Area.
- Ensure that infill development projects minimize exposure to hazardous materials and toxic air contaminants.
- Maintain a healthy noise environment in the Village Planning Area while accommodating the increased intensities and mix of uses intended to characterize Belmont Village in the future.

CAP OBJECTIVES

- Increase municipal, residential, and commercial energy efficiency, renewable energy, efficient water use, and green building.

- Reduce emissions from transportation through efficient land use, alternate modes of transportation, and operational innovations.
- Reduce solid waste generated and sent to landfills.

3.6 Proposed Project Implementation

The Proposed Project provides specific policy guidance for implementation of plan concepts. Implementing these policies will involve coordinated actions by the City Council, the Planning Commission, other City boards and commissions, and City departments. The City also will need to work with San Mateo County and other public agencies to implement policies that involve cooperation or would affect the region. The principal responsibilities that City officials and staff have for Proposed Project implementation are briefly summarized below; details on their powers and duties are provided in detail in the Belmont Municipal Code.

City Council

The City Council is responsible for the overall management of municipal affairs; it acts as the legislative body and is responsible for adoption of the Proposed Project. The City Council is also responsible for approving and administering the zoning and subdivision ordinances to implement the Proposed Project. The Council also may adopt area plans and specific plans, as needed for Proposed Project implementation. The City Council appoints the City Manager who is the chief administrator of the City and has overall responsibility for the day-to-day implementation of the Project. The City Council also appoints members to the City's standing commissions established under the Municipal Code and to advisory committees. The Council's role in implementing the Proposed Project will be to set implementation priorities; approve zoning map and text amendments, and subdivision maps consistent with the Proposed Project; and approve a Capital Improvement Program and budget to carry out the Proposed Project.

Planning Commission

The Planning Commission is responsible for preparing and recommending adoption or amendment of the Proposed Project, zoning and subdivision ordinances and other regulations, resource conservation and management plans, and programs and legislation needed to implement the Proposed Project. The Planning Commission also may prepare and recommend adoption of design guidelines and specific plans, developer-initiated master plans, neighborhood plans or special plans, as needed for Plan implementation. Finally, the Commission is responsible for development project review, as specified in the Zoning Ordinance, and for other implementation actions, as specified in Plan elements or in the Zoning Ordinance.

Community Development Department

The Planning Department is responsible for the general planning and development review functions undertaken by the City. It is in charge of implementation of the Belmont General Plan, Belmont Zoning Ordinance, Belmont Village Specific Plan, as well as building codes, design guidelines and the Municipal Regional Stormwater Permit. The Building Division of the Department administers the Building Code, issues building and demolition permits and inspects new construction for compliance with Building Code requirements. Specific duties related to

General Plan and BVSP implementation include preparing zoning and subdivision ordinance amendments and design guidelines for Council approval, reviewing development applications, conducting investigations and making reports and recommendations on planning and land use, zoning, subdivisions, development plans and environmental controls. The Planning Department is also responsible for state mandated environmental review related to development in the City and coordinates activities with school districts related to school sites. Finally, the Planning Department has the primary responsibility for preparing the annual report on the General Plan and conducting the five-year review.

Public Works Department

The Public Works Department is responsible for planning, design and development of public infrastructure projects; traffic and transportation engineering; providing engineering support to the Planning Department for private development project and subdivision infrastructure review, emergency management technical services, and surveying. The Public Works Department maintains parks, playfields, streets and trails; and provides a tree program and clean beaches for community enjoyment as well as safe and reliable transportation and facilities for all city departments. The Department reviews current development applications, subdivision maps, grading permits, public improvement plans, encroachment permits, development in the flood zone, and sewer permits. It also does construction inspection for permits it issues and is responsible for the design and construction of capital improvement projects. Specific implementing responsibilities are established in the Circulation and Safety elements of the General Plan, along with the Implementation chapter of the Belmont Village Specific Plan.

Parks and Recreation Department

The Parks and Recreation Department manages the City's parks and open spaces and recreation programs, including the waterways and trails and the community centers. The Department provides a broad array of activities and programs for the community, and works closely with Visalia Unified School District. Specific implementing responsibilities are established in the Parks and Recreation Element of the proposed General Plan, along with the Implementation chapter of the Belmont Village Specific Plan.

Police Department

Within the City, responsibility for public safety is assigned to the Police Department. The department coordinates with the County on mutual aid. Specific implementing responsibilities under the General Plan are established in the Safety Element, along with the Implementation chapter of the Belmont Village Specific Plan.

The Police Department is made up of the Patrol, Traffic, Community Service, and Code Enforcement Divisions. Each department carries out specialized duties to ensure the most effective performance by the entire Police Department. Specific responsibilities and programs of the Police Department include, but are not limited to: crime prevention, crisis intervention, safety awareness and natural disaster preparation awareness.

Fire Department

The Belmont Fire Department provides fire and emergency services within the City. In addition to emergency response services, the Department conducts public safety education and participates in plan and building inspection to ensure safety. Specific implementing responsibilities under the General Plan are established in the Safety Element, along with the Implementation chapter of the Belmont Village Specific Plan.

Other Commissions and Committees

The City has two standing commissions and five advisory committees and boards to assist in Proposed Project implementation and other responsibilities assigned to them by the City Council. As of October 2016, these include:

- Planning Commission (described above)
- Parks & Recreation Commission
- Tree Board
- Parking & Traffic Safety Infrastructure Repair Ad-Hoc Committee
- Audit Committee
- Successor Agency Oversight Board

The Proposed Project does not envision any substantive change in the responsibilities assigned to these committees. The City Council though may periodically revise and update the list of advisory committees and create new committees and task forces, as needed.